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House of Representatives

The House met at noon and was called to order by the Speaker.

PRAYER

The Chaplain, the Reverend Patrick J. Conroy, offered the following prayer: Loving and gracious God, we give You thanks for giving us another day.

As the Members of the people's House regather after our biennial elections, may Your spirit of peace descend upon them. As the 112th Congress moves toward a close, may all here attend to the business at hand, providing what is needed for the benefit of our Nation.

May all Members, regardless of the outcome of the election, trust that their future service, be it in the House or not, will be imbued with Your grace. May they be confident that Americans of goodwill are grateful for their service in the past and wish them well into the future.

We ask Your blessing as well on those newly elected who will be joining this assembly for the 113th Congress. May their transition into office be smooth and marked by the civility of democratic change of government, which is the rightful pride of the United States of America.

And finally, we ask Your blessing on America's veterans. May our Nation be faithful to them, providing whatever their needs may be after they gave years of their lives in service rather than personal gain. They are an inspiration to us. We should not forget nor neglect our responsibility to them.

May all that is done this day be for Your greater honor and glory.
Amen.

THE JOURNAL

The SPEAKER. The Chair has examined the Journal of the last day's proceedings and announces to the House his approval thereof.

Pursuant to clause 1, rule I, the Journal stands approved.

PLEDGE OF ALLEGIANCE

The SPEAKER. Will the gentleman from South Carolina (Mr. WILSON) come forward and lead the House in the Pledge of Allegiance.

Mr. WILSON of South Carolina led the Pledge of Allegiance as follows:

I pledge allegiance to the Flag of the United States of America, and to the Republic for which it stands, one nation under God, indivisible, with liberty and justice for all.

SEQUESTRATION IS TARGETING OUR MILITARY

(Mr. WILSON of South Carolina asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. WILSON of South Carolina. Mr. Speaker, yesterday with Veterans Day, our country celebrated and remembered the brave men and women who have served in our Armed Forces, dedicating their lives to protecting our freedom and keeping American families safe. Unfortunately, sequestration is targeting these honorable individuals and our national security by being implemented unless taxes are increased. Defense spending, according to The Hill newspaper, is 15.1 percent of the budget but is subject to 50 percent of the cuts.

Raising taxes during times of economic uncertainty limits the creation of new jobs. America's small businesses should be encouraged to create jobs. This will reduce the unsustainable deficit. House Republicans were reelected last week on the premise of not voting to raise taxes. I support the legislation of House Armed Services Committee Chairman BUCK McKEON to stop sequestration and promote peace through strength.

In conclusion, God bless our troops, and we will never forget September the 11th in the global war or terrorism.

THE TRUTH ABOUT BENGHAZI

(Mr. KUCINICH asked and was given permission to address the House for 1 minute.)

Mr. KUCINICH. We put together a bipartisan congressional coalition to try to stop the war in Libya. That four Americans, including our ambassador, were killed confirmed our worst fears: that American power was being used to open the door for jihadists, creating more instability in the region.

Congress still doesn't know why our people in Libya were left vulnerable. We still don't know why the U.S. military was not sent to their defense. It is of the highest importance that General Petraeus, who led the CIA at the time, be brought before Congress to testify as to what really happened in Benghazi, whether there was a security lapse or whether the administration temporized on security and stood down to mollify violent, disparate groups which have nothing in common with our Nation.

U.S. involvement in Libya is a disaster, compounded by the deaths of four Americans. It is imperative that we find out the truth about Benghazi, wherever it leads, whoever it affects.

THE OBAMA ADMINISTRATION CONTINUES TO BLOCK INFORMATION

(Mr. BURGESS asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. BURGESS. Mr. Speaker, on September 11 of this year, four Americans, including our United States ambassador, were killed in an attack at the Benghazi consulate.

On September 25, I sent a letter to President Obama regarding the numerous inconsistencies voiced by people within his administration and what they were saying following the attack. I have not heard back.

□ This symbol represents the time of day during the House proceedings, e.g., □ 1407 is 2:07 p.m.

Matter set in this typeface indicates words inserted or appended, rather than spoken, by a Member of the House on the floor.



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On November 1, I emailed the State Department, requesting they speak with me, for more information. Our office emailed every business day and received no response until November 7. Then, in a scripted response, they refused my request to speak with me. No one, not one person, is willing to talk about the details.

Since they wouldn't talk to me in the privacy of my office, let me just ask them here in a public forum: Why did our ambassador die, and how did our ambassador die? It's been 2 months. You should know. Was it smoke inhalation, or was it some other cause? Was there physical evidence of torture on the ambassador's body as it was returned? And why were the bodies returned to Andrews Air Force Base when protocol dictates they go to Dover for the immediate investigation?

These questions need to be answered. The State Department needs to be forthcoming. The administration needs to be forthcoming.

I pray this Congress will exercise that authority.

THE OUTPOURING OF VOLUNTEERS IN REBUILDING NEW JERSEY

(Mr. PALLONE asked and was given permission to address the House for 1 minute.)

Mr. PALLONE. Mr. Speaker, I wanted to point out to my colleagues that the damage in my district and throughout my State in the aftermath of Hurricane Sandy was nothing less than catastrophic. But I really want to talk about the rebuilding effort today and what we need to do over the long term.

The amount of outpouring, if you will, from volunteers, from just regular people in the district, was just overwhelming. I want to thank FEMA. I want to thank the Red Cross, the Salvation Army, and all the different groups that are out there and continue to be out there today helping with this effort. The outpouring of volunteers from our own district and from New Jersey was just incredible.

Just a few days ago, I remember going to Union Beach, which was one of the towns that was hardest hit, and seeing so many people bring in food and clothing and cleaning supplies. One guy who owns a pizza place brought in a pizza oven and was making pizzas, and another guy brought in a TV so people could watch TV at the center where people come to sign up for FEMA. It was just amazing. It showed the spirit, if you will, of the people that they were willing to do that.

Thank you all again. Obviously, we're going to work on rebuilding, which is certainly the next step here in Congress and elsewhere.

BETTER LATE THAN NEVER

(Mr. DREIER asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. DREIER. Mr. Speaker, this being the first day that we've convened since the election, I want to begin by expressing my appreciation to our chaplain, Father Conroy, for his very inspiring and thoughtful prayer.

Mr. Speaker, we are here this week to deal with a very important issue. And I will say that we were all taught as kids, better late than never. We're here because U.S. workers at this point don't have access to 140 million potential consumers for their goods and services. I'm talking about the vote that we're going to have on so-called "Russia Permanent Normal Trade Relations."

Mr. Speaker, Vladimir Putin is not a good guy. Vladimir Putin has inflicted horrendous human rights policies on the people of Russia. We have seen crony capitalism take hold. And that's why it's very important, Mr. Speaker, that the United States of America be at the table as part of the WTO's effort to force Russia to live with the rules-based trading system.

Last year we exported \$11 billion in goods and services to Russia. If we can pass PNTR, we will double that to \$22 billion by 2017.

Mr. Speaker, it's a very important vote. We need to make sure that it's successful this week, and I'm gratified that it's going to be done in a bipartisan way.

□ 1410

EU EMISSIONS TRADING SCHEME PROHIBITION

(Mrs. BLACKBURN asked and was given permission to address the House for 1 minute and to revise and extend her remarks.)

Mrs. BLACKBURN. Mr. Speaker, a little bit later today the House is going to vote on the European Union Emissions Trading Scheme Prohibition Act. This is a bill that is very important to our civilian and civil aviation operators. It would block them from participating in the European Union's emissions trading scheme.

Now the reason this is important is because of this: according to Bloomberg news, the inclusion of the airline industry in the EU's 2005 cap-and-trade program will cost U.S. airline companies between—get this—\$10.1- and \$39.4 billion from 2012 to 2020. Now who do you think is going to pay that cost? Consumers are going to pay it.

The House has already decided we don't want a cap-and-trade system. We voted against that domestically, so why would we want our airline industry to have to participate in this on an international basis? MIT economists have looked at it and said the new rule will increase costs on passengers flying to Europe, all to subsidize their cap-and-trade systems.

With rising fuel costs and a down economy, we simply cannot afford this. So for these reasons, I urge my col-

leagues to protect American sovereignty to support our domestic aviation industry and vote in favor of H.R. 1956.

COMMUNICATION FROM THE DEMOCRATIC LEADER

The SPEAKER pro tempore (Mr. WOMACK) laid before the House the following communication from the Honorable NANCY PELOSI, Democratic Leader:

HOUSE OF REPRESENTATIVES,
Washington, DC, November 13, 2012.

Hon. JOHN BOEHNER,
Speaker of the House,
U.S. Capitol, Washington, DC.

DEAR SPEAKER BOEHNER: Pursuant to section 1238(b)(3) of the Floyd D. Spence National Defense Authorization Act of Fiscal Year 2001 (22 U.S.C. 7002), amended by the Division P of the Consolidated Appropriations Resolution, 2003 (22 U.S.C. 6901), I am pleased to reappoint Mr. Michael Wessel of Falls Church, VA, to the United States-China Economic and Security Review Commission.

Thank you for your attention to this appointment.

Sincerely,

NANCY PELOSI,
House Democratic Leader.

RECESS

The SPEAKER pro tempore. Pursuant to clause 12(a) of rule I, the Chair declares the House in recess until approximately 5 p.m. today.

Accordingly (at 2 o'clock and 12 minutes p.m.), the House stood in recess.

□ 1702

AFTER RECESS

The recess having expired, the House was called to order by the Speaker pro tempore (Mr. WOMACK) at 5 o'clock and 2 minutes p.m.

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, the Chair will postpone further proceedings today on motions to suspend the rules on which a recorded vote or the yeas and nays are ordered, or on which the vote incurs objection under clause 6 of rule XX.

Record votes on postponed questions will be taken later.

EUROPEAN UNION EMISSIONS TRADING SCHEME PROHIBITION ACT OF 2011

Mr. MICA. Mr. Speaker, I move to suspend the rules and pass the bill (S. 1956) to prohibit operators of civil aircraft of the United States from participating in the European Union's emissions trading scheme, and for other purposes.

The Clerk read the title of the bill.

The text of the bill is as follows:

S. 1956

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE.

This Act may be cited as the “European Union Emissions Trading Scheme Prohibition Act of 2011”.

SEC. 2. PROHIBITION ON PARTICIPATION IN THE EUROPEAN UNION'S EMISSIONS TRADING SCHEME.

(a) IN GENERAL.—The Secretary of Transportation shall prohibit an operator of a civil aircraft of the United States from participating in the emissions trading scheme unilaterally established by the European Union in EU Directive 2003/87/EC of October 13, 2003, as amended, in any case in which the Secretary determines the prohibition to be, and in a manner that is, in the public interest, taking into account—

(1) the impacts on U.S. consumers, U.S. carriers, and U.S. operators;

(2) the impacts on the economic, energy, and environmental security of the United States; and

(3) the impacts on U.S. foreign relations, including existing international commitments.

(b) PUBLIC HEARING.—After determining that a prohibition under this section may be in the public interest, the Secretary must hold a public hearing at least 30 days before imposing any prohibition.

(c) REASSESSMENT OF DETERMINATION OF PUBLIC INTEREST.—The Secretary—

(1) may reassess a determination under subsection (a) that a prohibition under that subsection is in the public interest at any time after making such a determination; and

(2) shall reassess such a determination after—

(A) any amendment by the European Union to the EU Directive referred to in subsection (a); or

(B) the adoption of any international agreement pursuant to section 3(1).

(C) enactment of a public law or issuance of a final rule after formal agency rulemaking, in the United State to address aircraft emissions.

SEC. 3. NEGOTIATIONS.

(a) IN GENERAL.—The Secretary of Transportation, the Administrator of the Federal Aviation Administration, and other appropriate officials of the United States Government—

(1) should, as appropriate, use their authority to conduct international negotiations, including using their authority to conduct international negotiations to pursue a worldwide approach to address aircraft emissions, including the environmental impact of aircraft emissions; and

(2) shall, as appropriate and except as provided in subsection (b), take other actions under existing authorities that are in the public interest necessary to hold operators of civil aircraft of the United States harmless from the emissions trading scheme referred to under section 2.

(b) EXCLUSION OF PAYMENT OF TAXES AND PENALTIES.—Actions taken under subsection (a)(2) may not include the obligation or expenditure of any amounts in the Airport and Airway Trust Fund established under section 9905 of the Internal Revenue Code of 1986, or amounts otherwise made available to the Department of Transportation or any other Federal agency pursuant to appropriations Acts, for the payment of any tax or penalty imposed on an operator of civil aircraft of the United States pursuant to the emissions trading scheme referred to under section 2.

SEC. 4. DEFINITION OF CIVIL AIRCRAFT OF THE UNITED STATES.

In this Act, the term “civil aircraft of the United States” has the meaning given the term under section 40102(a) of title 49, United States Code.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from

Florida (Mr. MICA) and the gentleman from West Virginia (Mr. RAHALL) each will control 20 minutes.

The Chair recognizes the gentleman from Florida.

GENERAL LEAVE

Mr. MICA. First of all, Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to revise and extend their remarks and include extraneous materials on S. 1956.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Florida?

There was no objection.

Mr. MICA. Mr. Speaker, I yield myself such time as I may consume.

Thank you so much, Mr. Speaker and my colleagues, and welcome back. The Congress is back in session today, and I guess all people's property and welfare and everything else is now at risk. But I'm pleased to be here to help lessen some of that risk that is a threat which has been offered to the United States in the form of a European Union emissions trading scheme.

The bill that I propose today is S. 1956, which replaces the bill that was passed a year ago in October of 2011, and that's H.R. 2594. That's legislation which I authored which basically does the same thing, again, giving the authority to prohibit the United States aircraft and operators of commercial aviation from participating in the European Union's emissions trading scheme.

Let me take just a minute and explain what this is. Several years ago, the European Union and some of the folks that are honestly concerned about emissions that come from aviation, commercial aviation in particular, decided to come up with a scheme or a plan to impose a tax on all aircraft. Now, if this had been done within the confines of the European Union, I don't think we would be standing here. But what they did is really go beyond the borders of the European Union and say that any aircraft entering the European Union from another nation will be subject to an emissions tax—and not when it reached the borders of the European Union or their states, but from where it departed.

So this would be, first of all, counter to international agreements. It is also a tax that they propose to impose on us that is unfair in every way, violates national agreements that we've had, and it unilaterally imposes this emissions trading scheme on all of the countries, including the United States. It would have a very damaging effect, first of all, because it does not do what it was set up for. The purpose of this was to try to limit or even compensate for emissions; and the scheme, as proposed, did neither.

First of all, it would impose a tax on the airlines, which would be passed on to consumers, so we would have higher aviation taxes. Secondly, when they collected the money, the plan was flawed in that the money was not in

fact directed to compensate for emissions. It was basically a money-and-tax grab by European powers and not really accomplishing it. So they put a nice title on it and imposed a tax—again, unfair—against and in total violation of international law and U.S. sovereignty.

So we have tried to work with the European Union. As the chair of the Transportation Committee, we led a meeting here in Washington with EU officials and sat down one floor below where I'm standing in March of 2011 and tried to resolve the differences. We actually led a delegation and went to Brussels, the headquarters of the European Union; met in Brussels in June and July of 2011 and further discussed trying to come to some agreement to resolve differences on this matter.

And then we took our case, as Members of the United States Congress, to the International Civil Aviation Organization, which is located in Montreal. That's the international civil aviation group that sets some of the policies and the standards for international and national aviation around the world. In fact, in October, a year ago, before we introduced this legislation, we convinced I believe it was some 27 or 28 of the 35 of their governing body to vote in favor of a position we held, which other nations also held. And I think only a small minority of some of the European Union core nations, in fact, prevailed in that vote. So we succeeded in garnering international support because this isn't a tax that affects only the United States, but it affects countries around the world. So we had many international partners who said this is unfair, it's not properly crafted, and it lacked transparency and definition.

□ 1710

In fact, when we sat with the European Union counterparts, parliamentarian to parliamentarian, they could not define exactly what they were doing or how they were going to impose this. And I think they're still at a loss because they don't have it completely settled.

So there is some good news on the horizon. Yesterday, the EU announced the postponement of imposing the Emissions Trading Scheme to international flights until 2014. Now, that's a temporary delay of imposition. They have said that they'd leave some of the decision up to ICAO, but ICAO does not set policy for the United States of America.

We are a sovereign Nation, and we must, again, I think, defend the position, our position, our sovereignty and concurrence with international trade agreements that have previously been agreed on. We've got to hold people's feet to the fire and respect also U.S. sovereignty.

So that's how we have gotten ourselves into this fix. We have a temporary delay; maybe that's because of this legislation that's up today. But we

must move forward, I think, in giving the Secretary of Transportation and our officials the ability to thwart this kind of unfair tax imposed on our carriers, and that's exactly what this legislation does.

We're not doing it by ourselves. We have dozens of other countries that expressed their opposition. So we join our colleagues, both Democrat and Republican, in the committee in bringing forward this bill. It is modeled after what the House passed in October of 2011. And by passing this bipartisan, bicameral legislation that the Senate has now passed, we are notifying the European Union that we are not going to support the scheme and that, in fact, we want a positive outcome.

We want a long-term solution, but we will not allow the United States to be held hostage. The European Union or any other nation or group of nations cannot hold us hostage on these tax and international flight issues.

So we'll work with ICAO, and we'll continue to work with the European Union and others. And in the meantime, I ask my colleagues to support Senate bill 1956.

I reserve the balance of my time.

Mr. RAHALL. Mr. Speaker, I yield myself such time as I may consume.

I rise in support of S. 1956, a bill to protect America's airline workers, passengers, and airlines from an Emissions Trading Scheme by the European Union that flies in the face of the international community.

In my view, the EU's proposed Emissions Trading Scheme is inconsistent with international aviation law and practice. Additionally, airlines and labor groups oppose it because it will impose new and unjustified costs on the industry and destroy American jobs. Rather than solving a serious global problem, the Emissions Trading Scheme has created an international distraction.

Along with 35 Democratic and Republican colleagues, I was pleased to cosponsor a similar bill last year. As I said when the House passed the bill, reducing the aviation emissions is a goal worth pursuing. I do not think anyone disagrees on that.

But the EU's Emissions Trading Scheme, when applied to U.S. airlines, is the wrong way to achieve the right objective. It goes against international law and agreements, and it brings the hand of European regulators into our own airspace. The EU's go-it-alone approach is not the way to find a global solution to a global problem.

A large part of the international community rejects the EU's approach. The United States has joined more than 20 other countries in signing two declarations pointing out the many fatal flaws in the Emissions Trading Scheme, and calling on EU members to rejoin ongoing work within the International Civil Aviation Organization.

European leaders appear to be getting the message. Just yesterday, EU officials announced a one-year suspen-

sion of ETS application to international flights as long as a global deal is reached. But Congress must enact this bill regardless, to send a strong message to the EU that whether the International Aviation Organization is able to act on the EU's timetable or not, the EU's unilateral scheme is not the proper way to solve a global problem.

This bill will protect U.S. airlines and all those who rely on them for travel and employment from the unjust effects of the Emissions Trading Scheme. This bill directs the Secretary of Transportation to prohibit U.S. airlines from participating in the Emissions Trading Scheme if the Secretary finds that it is in the public interest.

The bill also encourages the government to continue negotiating with the EU on a resolution, and it prohibits use of the Airport and Aviation Trust Fund, or any appropriated funds, to pay penalties to EU countries on behalf of airlines.

It ensures that American taxpayers will not end up paying the bill for a counterproductive emissions scheme that causes more problems than it solves. I urge my colleagues to support this legislation.

I reserve the balance of my time.

Mr. MICA. Mr. Speaker, I'm pleased to yield 6 minutes at this point to the gentleman from Wisconsin (Mr. PETRI), who chairs the Aviation Subcommittee in the House.

Mr. PETRI. I thank my chairman.

I rise in support of the bill before us, Senate bill 1956, the European Union Emissions Trading Scheme Prohibition Act of 2011.

In January 2012, the European Union began to unilaterally apply its Emissions Trading Scheme to all civil aviation operators landing in or departing from one of the EU Member States.

Just yesterday, the EU announced it was going to postpone the application of the Emissions Trading Scheme on international operators until 2014. Prior to that announcement, EU Member States would have required international air carriers and operators to pay for emission allowances and, in some cases, penalties for carbon emissions starting in April of next year.

While this postponement is a good first step, it is not a total withdrawal of this illegal scheme, and therefore, we must press ahead with this bipartisan legislation to ensure U.S. operators and consumers are protected.

The EU Emissions Trading Scheme is legally questionable in a number of ways. First, it applies to the entire length of the flight, including those parts of the flight outside the EU's airspace. For instance, if a flight leaves Los Angeles to London, taxes would be levied not just for the portion of the flight over the United Kingdom, but also for the portions of the flight over the United States, Canada, and international waters.

The European Union's unilateral application of their emissions scheme to

U.S. aviation operators without the consent of the United States Government raises significant legal concerns under international law, including violations of the Chicago Convention and the U.S.-EU Air Transport Agreement.

There are also concerns that the Emissions Trading Scheme is nothing more than a revenue raiser for the EU Member States, as there is no requirement that EU Member States must use the funds for anything related to the reduction of emissions by the civil aviation sector.

The EU Emissions Trading Scheme will take money from the airline industry that would otherwise be invested in NextGen technologies and the purchase of new aircraft, two proven methods for improving environmental performance and reducing emissions.

Airlines for America, an air transport trade association, testified before our Aviation Subcommittee last year that the extraction of capital from the aviation system, as envisioned under the EU Emissions Trading Scheme, could threaten over 78,000 American jobs. This is unacceptable.

But despite serious legal issues and objections by the international community, the European Union is pressing ahead with its plans. In September 2011, 21 countries, including the United States, signed a joint declaration against the EU Emissions Trading Scheme in New Delhi, India.

In the last year, there have been several other multinational meetings of countries who oppose the scheme, including meetings that took place in Russia and in the United States.

The bill before us directs the Secretary of Transportation to prohibit U.S. aircraft operators from participating in this illegal scheme. The bill also directs appropriate U.S. government officials to negotiate a worldwide approach to address aircraft emissions, and to take appropriate actions to hold U.S. civil operators harmless from the EU's Emissions Trading Scheme.

□ 1720

The EU needs to slow down and carefully weigh its decision to include international civil aviation in its emissions trading scheme. A better approach would be to work with the international civil aviation community through the U.N. International Civil Aviation Organization to establish consensus-driven initiatives to reduce aviation emissions.

I am pleased to see movement on the part of the EU to work with the international community at ICAO to seek a global approach to civil aviation emissions. While the postponement for a year is a positive sign, it is not enough to ensure U.S. operators will not be negatively impacted by the trading scheme at some point in the future. Therefore, we are moving forward with this bipartisan bill to ensure U.S. operators will not ever be subjected to the illegal European scheme.

I urge my colleagues to support this bipartisan, bicameral legislation.

Mr. RAHALL. Mr. Speaker, I am pleased to yield 5 minutes to the distinguished ranking member on the Energy and Commerce Committee, the gentleman from California (Mr. WAXMAN).

Mr. WAXMAN. Thank you very much for yielding to me.

Mr. Speaker, I rise in opposition to the Thune bill.

A warmer planet has less ice, higher sea levels, more water in the atmosphere, more powerful storms, more frequent floods, dryer droughts, and worse wildfires. Two weeks ago, Hurricane Sandy brought a powerful and tragic reminder that the combination of sea level rise and more powerful storms can be deadly, devastating and extremely costly. Hurricane Sandy was only the latest and most dramatic in a series of extreme weather events. Over the past 2 years, we've had record-breaking temperatures, the worst drought in 50 years, major floods, numerous tornadoes and thunderstorms, and vast wildfires.

This is what global warming looks like, and if we continue to ignore it, it will soon look far worse. We should be doing all that we can to reduce carbon pollution and slow global warming, but the Thune bill, instead, tries to stop efforts to reduce carbon pollution.

Specifically, the bill targets the European Union's requirement that airlines modestly reduce their carbon pollution. Aviation is a significant and fast-growing source of carbon pollution, and talks on an international agreement to control this pollution have languished for over a decade. So, since nothing was happening for 10 years, the European Union acted to require, for the price of only a few dollars a ticket—just a small fraction of the fee that the airlines impose on consumers just to pay for their bags going on the same airplane—that the amount of money be imposed unless the airlines can reduce the contribution to global warming.

These environmental requirements are no more a violation of national sovereignty than the aviation safety and security requirements imposed overseas by the United States or the taxes on aviation imposed by other nations. Everyone, including the European Union, agrees it would be better to address this issue on aviation from a global basis rather than through regional requirements.

Last week, international negotiations made progress on developing such an alternative to the EU requirements. In response, the European Union announced yesterday that it would delay the enforcement of the aviation requirements for a year in order to create a positive atmosphere and facilitate progress on global alternatives. That makes the Thune bill unnecessary. The airlines now do not have to comply with the EU requirements for at least a year and a half. The Thune bill is counterproductive. It would respond to the European Union's conces-

sion by enacting a retaliatory measure, which will undermine rather than advance progress towards an agreement.

There are other serious problems with this bill. The bill directs the Secretary of Transportation, if he finds it in the public interest, to bar U.S. airlines from complying with the EU requirement to control carbon pollution. It also directs the Secretary to hold the U.S. airlines harmless from the requirements. If we bar the airlines from complying, they will incur steep penalties estimated at over \$20 billion by 2020. The Thune bill then says the government is going to have to hold the airlines harmless from this cost. That means that taxpayers may be on the hook for over \$20 billion, although the bill also limits the use of appropriated funds. Or the hold harmless provision would force the Secretary to use existing authority to require European airlines to pay the fees to compensate the U.S. airlines.

Rather than doing something constructive about global warming, we are going to ignite a trade war with the Europeans. We ought to be working with them in an international context to do something rather than punish them if they punish us and have the taxpayers pay the bill because the Europeans have waited 10 years for an international agreement and nothing has happened.

The SPEAKER pro tempore. The time of the gentleman has expired.

Mr. RAHALL. I yield the gentleman an additional 30 seconds.

Mr. WAXMAN. Even if you oppose the EU aviation requirements, the Thune bill makes no sense. It's unnecessary and it's counterproductive, as the European Union just agreed to delay the requirements targeted by the bill. It also risks taxpayer dollars, threatens to provoke an international trade war, and jeopardizes U.S. national security.

I urge my colleagues to oppose this unnecessary and misguided bill.

Mr. MICA. Mr. Speaker, might I just inquire as to how much time remains on both sides?

The SPEAKER pro tempore. The gentleman has 6½ minutes remaining. There are 11½ minutes remaining on the other side.

Mr. MICA. I yield myself 2 minutes.

Mr. Speaker, I have the greatest respect for Mr. WAXMAN and his leadership on many issues. Some of them we agree on—we're both art lovers and we both have great wives—but I have to disagree with him on a couple of points. First, I'd have to disagree with him on some of the climate statements that he made. I could spend the rest of the time debating that, but that's not what is before us.

What is before us is legislation that actually gives the administration and the Secretary of Transportation the authority and also the discretion to work on this issue. If you don't have the backing of Congress, how can he negotiate? He wouldn't have the au-

thority or the discretion to impose some difference with the European Union. You can't fold the United States' tent here.

The other point that was made by Mr. WAXMAN was that we aren't working with them. Well, we hosted them right here. We sat and talked to them. Then we went to Brussels. We sat and talked to them. Then we went to Montreal with the ICAO, the International Civil Aviation Organization, which helped settle some of these matters and set the standards. When we left, they voted 26-36 to agree with the United States. So, in the international body, they were defeated.

This does impose a penalty and a tax on the United States. It's unfair. If it's within the European Union, that may be within their discretion to do it, but not from the point of departure in the United States into the European Union or, for that matter, from any sovereign nation. The money doesn't go to clean it up. I know Mr. WAXMAN loves the environment—so do I—but this money doesn't go for that purpose. It can be used for anything. It's not for engine technology; it's not for the restoration of the environment; and it doesn't stop emissions.

So this bill does represent a bipartisan, bicameral compromise, but it gives us the authority to hold their feet to the fire and get a solution.

I reserve the balance of my time.

□ 1730

Mr. RAHALL. Mr. Speaker, the gentleman I'm going to yield to now may be departing the Congress after this session; but we will still value his professionalism, his expertise, and certainly his friendship for the very near and distant future.

I'm happy to yield 5 minutes to the gentleman from Illinois (Mr. COSTELLO), the once chairman and now ranking member of our Aviation Subcommittee on Transportation.

Mr. COSTELLO. I thank the ranking member for yielding, and I thank him for his kind words and his friendship, as well.

Mr. Speaker, I rise in support of S. 1956, a bill that will protect U.S. airlines, their employees, and passengers from an overreaching law of the European Union that unfairly charges U.S. airlines for emissions in U.S. airspace on flights between the United States and Europe. The Obama administration has taken a strong stance against the EU's emission trading scheme on the grounds it is inconsistent with international aviation law and practice. Additionally, airlines and labor groups also oppose it because it will impose an unjustified cost on the industry and destroy American jobs.

I'm pleased to note that just yesterday, as you heard already, the European leaders said that they would suspend application of the ETS to international flights for a year, pending a global agreement on international emissions at the U.N. International

Civil Aviation Organization, but that announcement in no way weakens the case for passing this bill. We must send a strong message to the EU that, regardless of whether ICAO delivers on a deal on the EU's timetable, the U.S. Government opposes the EU's unilateral local solution to a global problem.

This bill is similar to the bill that passed the House last year, a bill that I was pleased to cosponsor, along with Chairman MICA, Ranking Member RAHALL, Chairman PETRI, and 32 other Democratic and Republican Members. Similar to the House bill, this bill calls upon the Department of Transportation to prohibit U.S. airlines from participating in the emissions trading scheme. This bill further protects our national interest by ensuring that both airlines and U.S. taxpayers are held harmless from the emissions trading scheme.

I congratulate my friends Senator THUNE and Senator MCCASKILL for having championed this legislation in the other body. This bill sends a strong message from Congress that we do not support what the EU is doing for a variety of reasons.

As I noted last year in our Aviation Subcommittee hearing on the emissions trading scheme, and again on the House floor when the House passed its own bill, climate change is a global problem that requires a global solution. Working through ICAO, the United States is committed to finding a global solution to address aviation emissions based on consensus. I'm optimistic that the global agreement can, in fact, be reached.

More than 20 other international partners have joined the United States in producing strong declarations calling on the EU to come back to the table and to work on an international plan.

At the same time, we must recognize that our own government and airlines are doing the right thing to reduce harmful carbon emissions. The FAA and the airline industry are investing billions of dollars in the NextGen air traffic upgrades, and the FAA plans to reduce emissions by 2 percent through these improvements. Further, U.S. airlines improved fuel efficiency by approximately 110 percent since 1978. From 2000 to 2009, U.S. carriers reduced fuel burn and carbon emissions by 15 percent while carrying 7 percent more passengers. NextGen will help aircraft operators save money and, in fact, save more than 1.4 billion gallons of fuel, cutting the carbon emissions by nearly 14 million tons by 2018.

Mr. Speaker, I'm pleased to support this legislation. I urge my colleagues to support it.

Mr. MICA. Mr. Speaker, we don't have any further speakers on our side, and I reserve the balance of my time to close.

Mr. RAHALL. Mr. Speaker, I yield myself the balance of my time.

In conclusion, let me again reiterate the support that this legislation has

from the Air Line Pilots Association, the Airports Council International, the American Society of Travel Agents, the Transportation Trades Department, the AFL-CIO, the U.S. Chamber of Commerce, the U.S. Travel Association, and the Independent Pilots Association, among many other groups that have sent a "dear colleague" to all of us.

To reiterate what I said in my opening comments, the European Union's ETS will do nothing to decrease aviation emissions. The solution to decreasing aviation emissions lies in an international agreement currently progressing through the International Civil Aviation Organization that is slated for consideration October 2013 at that body's triennial assembly.

With that, I urge my colleagues to support the pending legislation and commend Chairman MICA and Subcommittee Chairman PETRI and our Ranking Member COSTELLO for all of the hard work that they have put into this legislation, and I yield back the balance of my time.

Mr. MICA. I yield myself the balance of my time.

Mr. Speaker, again I'd urge my colleagues to pass S. 1956.

This does represent an honest effort to find a solution to deal with global emissions. They are a problem. We have tried to work with our European Union counterparts. Again, we've had meetings nonstop. When some of this issue began, we went there and talked. We took it to the international body of ICAO. They voted 26-36 to side with the United States' position; but sometimes in this business, you have to bring things to a head.

We passed this legislation a year ago with bipartisan support—Mr. COSTELLO, Mr. RAHALL, our side of the aisle. It was a little bit tougher measure than what has come from the Senate. The Senate did give discretion to the DOT Secretary and the administration so that they had both the authority and also the discretion to act.

I don't think yesterday that the European Union would have deferred to ICAO for a year if we hadn't pressed this; but we do need to bring folks together of goodwill, find a solution, something that is fair. And if we do want to clean up the environment and we want to have people pay a penalty for polluting, then we should ensure that that money goes back into cleaning up the pollution or at least developing the technology or offsetting the damage that's being done. The current scheme—and it is a scheme, which I have a definition of "scheme" here. A scheme is a systematic plan of action, a secret, or devious plan, a plot. That's not what we need to do here. We do need to work together, find a solution that's fair for sovereign nations and also accomplishes the laudable goal that we all set out to do.

I'm glad I helped force the issue. I appreciate my colleagues joining in this effort, and I think this is a reasonable

bipartisan, bicameral solution that will accomplish the goal we set out.

Again, I ask my colleagues to vote in support of S. 1956, and I'm pleased to yield back the balance of my time.

The SPEAKER pro tempore (Mr. WHITFIELD). The question is on the motion offered by the gentleman from Florida (Mr. MICA) that the House suspend the rules and pass the bill, S. 1956.

The question was taken; and (two-thirds being in the affirmative) the rules were suspended and the bill was passed.

A motion to reconsider was laid on the table.

STREAMLINING CLAIMS PROCESSING FOR FEDERAL CONTRACTOR EMPLOYEES ACT

Mr. WALBERG. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 6371) to amend title 40, United States Code, to transfer certain functions from the General Accountability Office to the Department of Labor relating to the processing of claims for the payment of workers who were not paid appropriate wages under certain provisions of such title.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 6371

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE.

This Act may be cited as the "Streamlining Claims Processing for Federal Contractor Employees Act".

SEC. 2. TRANSFER OF ADMINISTRATIVE AUTHORITY TO THE DEPARTMENT OF LABOR.

(a) AUTHORITY OF COMPTROLLER GENERAL TO PAY WAGES AND LIST CONTRACTORS VIOLATING CONTRACTS.—Section 3144 of title 40, United States Code, is amended—

(1) in the section heading, by striking "of Comptroller General"; and

(2) in subsection (a)(1), by striking "Comptroller General" and inserting "Secretary of Labor".

(b) REPORT OF VIOLATIONS AND WITHHOLDING OF AMOUNTS FOR UNPAID CONTRACTS AND LIQUIDATED DAMAGES.—Section 3703(b)(3) of title 40, United States Code, is amended by striking "Comptroller General" both places it appears and inserting "Secretary of Labor".

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Michigan (Mr. WALBERG) and the gentleman from Virginia (Mr. SCOTT) each will control 20 minutes.

The Chair recognizes the gentleman from Michigan.

□ 1740

GENERAL LEAVE

Mr. WALBERG. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to revise and extend their remarks on H.R. 6371.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Michigan?

There was no objection.

Mr. WALBERG. Mr. Speaker, I yield myself such time as I may consume.

The bill before us will take a small yet important step toward greater efficiency in Federal construction contracting. For more than 80 years, Federal contractors have been required to pay workers the locally prevailing wage. Additionally, since 1961, those same workers have been entitled to one and a half times their basic rate of pay for every hour worked that exceeds 40 hours per week.

While the Department of Labor is obligated to enforce these laws, the Government Accountability Office has long been responsible for processing claims of workers being denied their appropriate wages. If a Labor Department investigation determines a contractor has not been paid the appropriate wage, the names of affected employees are sent to the GAO by the department. The GAO then ensures underpaid workers receive the compensation they are due. The GAO's responsibility in this process is purely administrative. The GAO makes no determination on the merit of each claim nor does it have the authority to question the judgment of the Labor Department. In fact, the GAO doesn't even directly deliver to workers their lost wages. Instead, that responsibility is vested with the Department of Treasury.

While claims processing was once routine business for the GAO, this authority has increasingly transitioned to the executive agencies charged with enforcing the law, such as the Department of Defense involving matters of military pay. Additionally, personnel changes within the GAO are making it more difficult for the agency to meet this responsibility. Key staff members have retired and more are expected to do so at any time. The GAO should not have to undertake this administrative burden any longer.

H.R. 6371 will transfer this payment authority from the GAO to the Department of Labor, thereby reducing unnecessary bureaucracy and ensuring workers receive their compensation in a timely manner. By reforming the claims process, we can remove redundancies and promote greater efficiency within the Federal Government. I urge my colleagues to support the Streamlining Claims Processing for Federal Contractor Employees Act.

Before I conclude, I would like to take a moment to recognize a distinguished colleague who will soon be enjoying a well-deserved retirement. I wish she were with us this evening, but travel arrangements don't always work out as planned. Since 1993, Representative LYNN WOOLSEY has proudly represented the people of California's Sixth Congressional District. Her personal story has informed her work in public office, as well as inspired many of her colleagues on Capitol Hill, myself included.

I have had the opportunity over the last 2 years to work closely with Representative WOOLSEY on the Subcommittee on Workforce Protections and witness firsthand her passion for

public service. While we may differ on a range of issues, no one can question her strong commitment to working families. I wish Representative WOOLSEY and her family all the best in the years ahead, and may they be long and filled with good health.

I reserve the balance of my time.

Mr. SCOTT of Virginia. I yield myself such time as I may consume.

First, Mr. Speaker, I would like to associate myself with the kind remarks about the gentlelady from California. She has had an excellent career in Congress, and has elected not to return. We will certainly miss her and her advocacy for those most in need.

Mr. Speaker, I rise in support of the pending legislation. H.R. 6371, the Streamlining Claims Processing for Federal Contractor Employees Act, will transfer certain responsibilities for overseeing and administering the Davis-Bacon Act from the Government Accountability Office to the Department of Labor.

Mr. Speaker, I agree with the gentleman from Michigan that this is a sensible and technical fix since the Department of Labor is responsible for many aspects of enforcing prevailing wage law. This change will allow for greater efficiency in the Davis-Bacon prevailing wage protections and will help ensure that workers receive unpaid wages as quickly as possible.

The gentleman from Michigan has pointed out that we should always promote streamlined and efficient government. That's why I'm particularly disappointed that this bill does not also transfer GAO's debarment authority under the Davis-Bacon Act. Moving that additional function would place more enforcement functions under one roof.

Mr. Speaker, I support Davis-Bacon because it provides protections to contractors and subcontractors working on federally funded contracts. The most obvious protection is that it requires all contractors and subcontractors to pay the prevailing wage, denying unfair competition to those contractors who underpay their employees. Davis-Bacon protections prevent government spending from driving down living standards. Improved productivity on projects with prevailing wage application offsets higher wages. Furthermore, better-skilled workers attracted by the higher wages are likely to complete the jobs more efficiently and with higher-quality work. Studies have shown that construction workers in prevailing wage States produce 13 to 15 percent more value added from their work compared to workers in States without prevailing wage laws.

Now I recognized that everyone does not agree with the underlying principles of the Davis-Bacon Act. However, regardless of one's position on the underlying law, we can all agree that the law ought to be administered as efficiently as possible. That's why I rise in support of H.R. 6371, and thank the

gentleman from Michigan for introducing the bill.

Mr. Speaker, I yield back the balance of my time.

Mr. WALBERG. Mr. Speaker, I yield myself the balance of my time.

The American people expect us to do all we can to promote better efficiency within the Federal Government. Washington allocates hundreds of billions of dollars each year on construction projects, affecting the lives of workers and employers across the country. We should never allow unnecessary bureaucracy to squander taxpayer resources or stand between workers and the wages they have earned. I urge my colleagues to support H.R. 6371, the Streamlining Claims Processing for Federal Contractor Employees Act.

I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Michigan (Mr. WALBERG) that the House suspend the rules and pass the bill, H.R. 6371.

The question was taken.

The SPEAKER pro tempore. In the opinion of the Chair, two-thirds being in the affirmative, the ayes have it.

Mr. WALBERG. Mr. Speaker, on that I demand the yeas and nays.

The yeas and nays were ordered.

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, further proceedings on this question will be postponed.

SPACE LAUNCH LIABILITY PROVISIONS EXTENSION

Mr. PALAZZO. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 6586) to extend the application of certain space launch liability provisions through 2014.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 6586

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. EXTENSION.

Section 50915(f) of title 51, United States Code, is amended by striking "December 31, 2012" and inserting "December 31, 2014".

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Mississippi (Mr. PALAZZO) and the gentleman from Illinois (Mr. COSTELLO) each will control 20 minutes.

The Chair recognizes the gentleman from Mississippi.

□ 1750

GENERAL LEAVE

Mr. PALAZZO. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days to revise and extend their remarks and to include extraneous material on H.R. 6586, the bill now under consideration.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Mississippi?

There was no objection.

Mr. PALAZZO. Mr. Speaker, I yield myself such time as I may consume.

I want to begin by thanking Members for their bipartisan support of this legislation.

H.R. 6586 is a very simple bill. It extends for 2 years a commercial space transportation risk-sharing and liability regime that was established by Congress in 1988 with passage and enactment of the Commercial Space Launch Act Amendments. The structure of the liability regime is modeled on the Price-Anderson Act that governs risk-sharing for the nuclear power industry.

There are several features of the Commercial Space Launch Act Amendments, but one that is central to today's debate is indemnifying commercial launch and reentry operators against catastrophic losses suffered by the uninvolved public, or "third parties."

Since 1988, the Office of Commercial Space Transportation has licensed more than 200 commercial space launches and three reentries without any claims for Federal coverage for loss of life, serious injury, or significant property claims. The 1988 Act was driven in part by the emergence of foreign launch services companies that were made competitive through government subsidies and preferential foreign national laws, including indemnification.

Foreign launch companies continue to be formidable competitors. If this program were allowed to lapse, it would threaten our domestic market for launches, as the cost of insurance would significantly increase.

The Office of Commercial Space Transportation, as part of its licensing and permitting mission, administers financial responsibility and risk-sharing requirements for commercial launch and reentry operators. They calculate the required amount of financial responsibility based on the maximum probable loss of the license applicant's proposed launch or reentry. In the event there is a catastrophic accident, the operator's insurance coverage would be first in line. The government's liability would then cover excess claims above the insured amounts, but not to exceed \$2.7 billion. And I also want to note that to trigger Federal indemnification, the administration must submit a request to Congress for claims in excess of insurance coverage, and Congress must, in turn, pass a separate appropriation bill to fund the request. Responsibility for any claims above the Federal cap would revert to the launch or reentry operator.

The Space and Aeronautics Subcommittee held two hearings this Congress examining the activities of the Office of Commercial Space Transportation and the performance of its licensing and indemnification regime. Administration and industry witnesses provided compelling evidence that indemnification for third-party claims is needed to preserve the U.S. commercial launch market. I want to reiterate that the Federal Government's exposure is

only for third-party claims and only for amounts that exceed the maximum probable loss determined by the Office of Commercial Space Transportation.

Mr. Speaker, our commercial space launch industry needs this extension. While there are only a small number of commercial launches occurring today from domestic spaceports, this is about to change.

First, NASA relies on commercial providers to carry cargo, and eventually crew, to and from the international space station. SpaceX has already flown its first mission to ISS earlier this fall, and together with Orbital Sciences Corporation, these two companies are under contract to complete 20 cargo missions before the end of 2016.

Secondly, commercial manned spaceflights—orbital and suborbital—will require indemnification in order to launch from U.S. spaceports. While it's not clear when these types of services will begin, just like today's commercial communications satellite customers, launch customers will rely on an indemnification regime for third-party claims, or the business is at risk of going offshore.

I urge all Members to support this legislation, and I reserve the balance of my time.

Mr. COSTELLO. Mr. Speaker, I yield myself such time as I may consume.

I rise in support of H.R. 6586, to extend the application of certain space launch liability provisions through 2014.

First established by Congress as part of the Commercial Space Launch Act Amendments of 1988, the commercial space transportation risk-sharing liability and insurance regime is a vital program for the commercial space industry and has been extended five times since its original enactment.

The current extension expires on December 31 of this year, so it is important for Congress to act now so that there is sufficient time for this legislation to make its way to the President before the current authority expires.

Under the current three-tier regime, commercial space launch providers are required to purchase third-party liability insurance to compensate for maximum probable losses from third-party claims up to a level of \$500 million. For claims above those maximum probable losses, the U.S. Government may pay successful liability claims up to \$1.5 billion above that insured level subject to funds being appropriated by Congress for that purpose. Finally, for successful claims above the government indemnification, the launch providers assume responsibility for payment.

This risk-sharing regime has been vitally important for the development of a commercial space launch industry in the United States. Moreover, to date, the regime has not cost the U.S. Government a penny in third-party claims.

However, I would be remiss if I did not note some concerns about the program in its current form. Congress has

not updated the program since its inception in 1988. This has resulted in an increased liability exposure for the U.S. taxpayer, and that exposure grows every year. I am concerned that taxpayer liability exposure is growing at the same time the industry and its associated insurance market is maturing. One would tend to think that the opposite should be the case. I hope that we can begin to address these issues before the next extension is necessary in 2014.

I want to thank Chairman HALL and Subcommittee Chairman PALAZZO for working with us on this bill, and I reserve the balance of my time.

Mr. PALAZZO. Mr. Speaker, I yield 3 minutes to the gentleman from Texas, Chairman HALL of the Science, Space, and Technology Committee.

Mr. HALL. Mr. Speaker, I, of course, rise in support of H.R. 6586, to extend the application of certain space launch liability regimes.

Everybody is hoping that the House won't be divided, that we're all going to work together. This is a good chance to show them that we are all together on a good bill.

Commercial launch in the United States has a very enviable record. Our rockets are highly reliable, and SpaceX, which has flown two Falcon 9 rockets to the international space station and returned two payloads, is the first commercial company to successfully reenter payloads from space. And in the next 2 months, Orbital Sciences Corporation is scheduled to launch its new rocket that is designed to carry cargo to the space station.

No matter these successes, our industry faces serious pricing challenges from foreign operators. They are able to offer substantially cheaper launch costs because of industrial policy and less expensive labor costs. They also offer generous indemnification coverage. In a report released earlier this summer, the Government Accountability Office stated:

The United States provides less total third-party liability coverage than China, France, or Russia—the primary countries that have conducted commercial space launches in the last 5 years.

As Chairman Palazzo mentioned a few minutes ago, commercial launch activity in the United States is expected to pick up in the years to come: first through NASA's reliance on commercial launch companies to ferry cargo and astronauts to and from the international space station, and second, through the introduction of commercial human spaceflight services.

The bill before us would extend the indemnification regime for 2 years to December 31, 2014. It's important that we pass this bill to ensure that we do not jeopardize the ability of NASA to get cargo flights to the space station or inhibit our commercial launch operators' ability to compete for future payloads.

The Committee on Science, Space, and Technology will continue to monitor the activities of the Office of Commercial Space Transportation and the

evolving space launch market to ensure that the current risk-sharing and liability regime, including indemnification, is properly structured.

I thank Chairman PALAZZO of Mississippi and Ranking Member COSTELLO of Illinois for sponsoring and supporting this bill, and I urge all Members to support it as well.

Mr. COSTELLO. I continue to reserve the balance of my time.

Mr. PALAZZO. Mr. Speaker, I yield 2 minutes to the gentleman from Texas (Mr. SMITH).

Mr. SMITH of Texas. I thank the chairman for yielding.

First of all, I do want to thank the chairman of the Space Subcommittee, STEVE PALAZZO of Mississippi, for bringing this must-pass legislation to the floor today. I also want to thank my friend and colleague from Texas, RALPH HALL, the chairman of the Science Committee, and the professional staff of the committee for shepherding this bill and getting us to the point where we are now.

□ 1800

Last June, the Space and Aeronautics Subcommittee heard testimony on why government indemnification for commercial rocket launches must be extended. At that hearing, Frank Slazer from the Aerospace Industries Association said it best about why this indemnification is needed:

Many foreign launch providers competing against U.S. companies already benefit from generous indemnification rules. For example, the European company ArianeSpace is required to purchase insurance up to just 60 million Euros, roughly \$75 million. Any damages above this cap are the guaranteed responsibility of the French Government.

We cannot afford to drive away highly skilled technical jobs to foreign countries where the regulatory frameworks provide better critical risk management tools.

Lastly, a non-renewal could impede new U.S. entrants to the commercial launch market, discourage future space launch innovation and entrepreneurial investment. Without a level playing field for competition, new U.S. entrants could find it highly undesirable to begin their business ventures in the United States.

The FAA's launch indemnification authority has been in place for over 20 years, benefiting the American commercial space industry. The bill before us would extend indemnification for 2 more years, and I hope that we can address a longer-term legislative solution when addressing NASA reauthorization and commercial space legislation next year.

Mr. Speaker, I wanted to thank the chairman again for yielding me time.

Mr. COSTELLO. Mr. Speaker, I continue to reserve the balance of my time.

Mr. PALAZZO. Mr. Speaker, I yield 3 minutes to the gentleman from California (Mr. ROHRBACHER).

Mr. ROHRBACHER. Mr. Speaker, first and foremost, I would like to thank Chairman HALL for the great leadership that he's provided to our committee, and also Mr. COSTELLO, who will be voluntarily leaving this body, and he has done such a fine job. Both of these gentlemen deserve acco-

lades for the wonderful job they've done for America's science and space programs, as well as for our country as a whole. So, thank you both very much.

I rise in support of H.R. 6586. It extends the commonsense limitations on liability exposure for commercial space launches.

A few years ago when I was the chairman of the Space and Aeronautics Subcommittee, the FAA was directed to provide an ongoing analysis of the rationale for and potential unintended consequences of this indemnification provision.

According to the analysis, the two options before us then were to extend this liability provision, which has never cost the American taxpayer a dime, or option number two—though unintended—would be to give a competitive advantage to China and other foreign launch providers. This, of course, is the same choice that we are making today. If we give foreign rocket companies such an advantage, then we are costing American jobs while undermining both our economy and our national security.

Back in 2004, I authored the current regulatory regime for human spaceflight, which has worked well beyond our expectations.

Recently, in cooperation with our majority whip, Mr. MCCARTHY, and my friends on both sides of the aisle, we extended that regime as the Science Committee's part of the recent FAA reauthorization bill. It would be very tempting to try to revisit that regulatory issue or some other provisions with this legislation.

So, I would like to thank Chairman PALAZZO for offering a bill that asks only the critical question before us: do we extend launch indemnification, or do we hand the launch industry completely over to foreign competitors?

The choice is clear. The answer is clear. America must remain the pre-eminent space-going Nation, which means we need to pass H.R. 6586, and I ask my colleagues to join me in supporting this legislation.

Mr. COSTELLO. Mr. Speaker, I continue to reserve the balance of my time.

Mr. PALAZZO. Mr. Speaker, I have no further requests for time, and if the gentleman is prepared to yield back, I am prepared to close.

Mr. COSTELLO. Mr. Speaker, we have no further speakers on our side.

I'd like to thank Chairman HALL for his services as chairman of the committee. He's a wonderful person. He has done a great job chairing the full committee, and he is one of the people that I'm going to miss the most here in this Congress, and my friend from California as well, and from Texas, and Chairman PALAZZO.

With that, Mr. Speaker, I urge passage of this legislation, and I yield back the balance of my time.

Mr. PALAZZO. Mr. Speaker, I have no further requests for time, and I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by

the gentleman from Mississippi (Mr. PALAZZO) that the House suspend the rules and pass the bill, H.R. 6586.

The question was taken.

The SPEAKER pro tempore. In the opinion of the Chair, two-thirds being in the affirmative, the ayes have it.

Mr. PALAZZO. Mr. Speaker, I object to the vote on the ground that a quorum is not present and make the point of order that a quorum is not present.

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, further proceedings on this question will be postponed.

COMMUNICATION FROM THE CLERK OF THE HOUSE

The SPEAKER pro tempore laid before the House the following communication from the Clerk of the House of Representatives:

OFFICE OF THE CLERK,
HOUSE OF REPRESENTATIVES,
Washington, DC, November 13, 2012.

Hon. JOHN A. BOEHNER,
The Speaker, House of Representatives,
Washington, DC.

DEAR MR. SPEAKER: Pursuant to the permission granted in Clause 2(h) of Rule II of the Rules of the U.S. House of Representatives, the Clerk received the following message from the Secretary of the Senate on November 13, 2012 at 4:18 p.m.:

That the Senate passed without amendment H.R. 4114.

With best wishes, I am

Sincerely,

KAREN L. HAAS.

RECESS

The SPEAKER pro tempore. Pursuant to clause 12(a) of rule I, the Chair declares the House in recess until approximately 6:30 p.m. today.

Accordingly (at 6 o'clock and 7 minutes p.m.), the House stood in recess.

□ 1830

AFTER RECESS

The recess having expired, the House was called to order by the Speaker pro tempore (Mr. WOMACK) at 6 o'clock and 30 minutes p.m.

REPORT ON RESOLUTION PROVIDING FOR CONSIDERATION OF H.R. 6156, RUSSIA AND MOLDOVA JACKSON-VANK REPEAL AND SERGEI MAGNITSKY RULE OF LAW ACCOUNTABILITY ACT OF 2012

Mr. DREIER, from the Committee on Rules, submitted a privileged report (Rept. No. 112-693) on the resolution (H. Res. 808) providing for consideration of the bill (H.R. 6156) to authorize the extension of nondiscriminatory treatment (normal trade relations treatment) to products of the Russian Federation and Moldova and to require reports on the compliance of the Russian

Federation with its obligations as a member of the World Trade Organization, and for other purposes, which was referred to the House Calendar and ordered to be printed.

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, proceedings will resume on motions to suspend the rules previously postponed.

Votes will be taken in the following order:

H.R. 6371, by the yeas and nays;

H.R. 6586, de novo.

STREAMLINING CLAIMS PROCESSING FOR FEDERAL CON-TRACTOR EMPLOYEES ACT

The SPEAKER pro tempore. The unfinished business is the vote on the motion to suspend the rules and pass the bill (H.R. 6371) to amend title 40, United States Code, to transfer certain functions from the General Accountability Office to the Department of Labor relating to the processing of claims for the payment of workers who were not paid appropriate wages under certain provisions of such title, on which the yeas and nays were ordered.

The Clerk read the title of the bill.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Michigan (Mr. WALBERG) that the House suspend the rules and pass the bill.

The vote was taken by electronic device, and there were—yeas 361, nays 3, not voting 65, as follows:

[Roll No. 604]

YEAS—361

Ackerman	Burgess	Denham
Adams	Butterfield	Dent
Aderholt	Calvert	DesJarlais
Alexander	Camp	Deutch
Altmire	Canseco	Diaz-Balart
Amash	Cantor	Dicks
Amodei	Capuano	Dingell
Austria	Carney	Dold
Baca	Carson (IN)	Donnelly (IN)
Baldwin	Carter	Doyle
Barber	Cassidy	Dreier
Barletta	Castor (FL)	Duffy
Barrow	Chabot	Duncan (SC)
Barton (TX)	Chaffetz	Duncan (TN)
Bass (CA)	Chandler	Ellison
Bass (NH)	Chu	Ellmers
Benishek	Clarke (MI)	Emerson
Berg	Clyburn	Engel
Berkley	Coble	Eshoo
Berman	Coffman (CO)	Farenthold
Biggert	Cohen	Farr
Bilbray	Cole	Fattah
Billirakis	Conaway	Fincher
Bishop (GA)	Connolly (VA)	Fitzpatrick
Bishop (NY)	Conyers	Flake
Bishop (UT)	Cooper	Fleischmann
Black	Costa	Fleming
Blackburn	Costello	Flores
Blumenauer	Courtney	Fortenberry
Bonamici	Crawaack	Fox
Bonner	Crawford	Frank (MA)
Boswell	Crenshaw	Franks (AZ)
Boustany	Critz	Frelinghuysen
Brady (PA)	Crowley	Fudge
Braley (IA)	Culberson	Garamendi
Brooks	Cummings	Garrett
Brown (FL)	Davis (CA)	Gerlach
Buchanan	Davis (IL)	Gibbs
Bueshon	DeFazio	Gibson
Buerkle	DeGette	

Gingrey (GA)	Lujan	Roskam	Lipinski	Pallone	Shuler
Gohmert	Lummis	Ross (AR)	Lucas	Pelosi	Sires
Gonzalez	Lungren, Daniel	Ross (FL)	Lynch	Pence	Slaughter
Goodlatte	E.	Roybal-Allard	Mack	Platts	Tiberi
Gosar	Marchant	Royce	Maloney	Reed	Towns
Granger	Marino	Runyan	Manzullo	Rogers (AL)	Van Hollen
Graves (GA)	Matheson	Ryan (OH)	Markey	Rogers (MI)	Walsh (IL)
Graves (MO)	Matsui	Ryan (WI)	McGovern	Rothman (NJ)	Walz (MN)
Green, Al	McCarthy (CA)	Sanchez, Linda	Miller, George	Ruppersberger	Waters
Green, Gene	McCarthy (NY)	T.	Neal	Rush	
Griffin (AR)	McCaul	Sanchez, Loretta			
Griffith (VA)	McCollum	Sarbanes			
Grijalva	McDermott	Scalise			
Grimm	McHenry	Schakowsky			
Guinta	McIntyre	Schiff			
Guthrie	McKeon	Schilling			
Hahn	McKinley	Schmidt			
Hall	McMorris	Schock			
Hanabusa	Rodgers	Schrader			
Hanna	McNerney	Schwartz			
Harper	Meehan	Schweikert			
Harris	Meeks	Scott (SC)			
Hartzler	Mica	Scott (VA)			
Hastings (FL)	Michaud	Scott, Austin			
Hastings (WA)	Miller (FL)	Scott, David			
Hayworth	Miller (MI)	Sensenbrenner			
Heck	Miller (NC)	Serrano			
Heinrich	Miller, Gary	Sessions			
Hensarling	Moore	Sewell			
Herger	Moran	Sherman			
Herrera Beutler	Mulvaney	Shimkus			
Higgins	Murphy (CT)	Shuster			
Himes	Murphy (PA)	Simpson			
Hinche	Myrick	Smith (NE)			
Hinojosa	Nadler	Smith (NJ)			
Hirono	Napolitano	Smith (TX)			
Hochul	Neugebauer	Smith (WA)			
Holt	Noem	Southerland			
Honda	Nugent	Speier			
Huelskamp	Nunes	Stark			
Huizenga (MI)	Nunnelee	Stearns			
Hultgren	Olson	Stivers			
Hunter	Olver	Stutzman			
Hurt	Owens	Sullivan			
Issa	Palazzo	Sutton			
Jackson Lee	Pascarell	Terry			
(TX)	Pastor (AZ)	Thompson (CA)			
Jenkins	Paul	Thompson (MS)			
Johnson (GA)	Paulsen	Thompson (PA)			
Johnson, E. B.	Pearce	Thornberry			
Johnson, Sam	Perlmutter	Tierney			
Jones	Peters	Tipton			
Jordan	Peterson	Tonko			
Kaptur	Petri	Tsongas			
Keating	Pingree (ME)	Turner (NY)			
Kelly	Pitts	Turner (OH)			
Kildee	Poe (TX)	Upton			
Kind	Polis	Velazquez			
King (IA)	Pompeo	Visclosky			
King (NY)	Posey	Walberg			
Kingston	Price (GA)	Walden			
Kinzinger (IL)	Price (NC)	Wasserman			
Kissell	Quayle	Schultz			
Kline	Quigley	Watt			
Kucinich	Rahall	Waxman			
Labrador	Rangel	Webster			
Lance	Rehberg	Welch			
Landry	Reichert	West			
Lankford	Renacci	Westmoreland			
Larsen (WA)	Reyes	Whitfield			
Latham	Ribble	Wilson (FL)			
LaTourette	Richardson	Wilson (SC)			
Latta	Richmond	Wittman			
Lee (CA)	Rigell	Wolf			
Levin	Rivera	Womack			
Lewis (CA)	Roby	Woodall			
LoBiondo	Roe (TN)	Woolsey			
Loebach	Rogers (KY)	Yarmuth			
Lofgren, Zoe	Rohrabacher	Yoder			
Long	Rokita	Young (AK)			
Lowey	Rooney	Young (FL)			
Luetkemeyer	Ros-Lehtinen	Young (IN)			

NAYS—3

NOT VOTING—65

Broun (GA)	Campbell	McClintock
Akin	Carnahan	Gowdy
Andrews	Cicilline	Gutierrez
Bachmann	Clarke (NY)	Holden
Bachus	Clay	Hoyer
Bartlett	Cleaver	Israel
Becerra	Cuellar	Jackson (IL)
Bono Mack	DeLauro	Johnson (IL)
Boren	Doggett	Johnson (OH)
Brady (TX)	Edwards	Lamborn
Burton (IN)	Finer	Langevin
Capito	Forbes	Larson (CT)
Capps	Gallegly	Lewis (GA)

□ 1849

So (two-thirds being in the affirmative) the rules were suspended and the bill was passed.

The result of the vote was announced as above recorded.

A motion to reconsider was laid on the table.

Stated for:

Mrs. CAPPS. Mr. Speaker, on rollcall No. 604, had I been present, I would have voted "yea."

Ms. SLAUGHTER. Mr. Speaker, on rollcall No. 604, had I been present, I would have voted "yea."

Mr. FILNER. Mr. Speaker, on rollcall 604, I was away from the Capitol due to prior commitments to my constituents. Had I been present, I would have voted "yea."

Mr. LANGEVIN. Mr. Speaker, I was unavoidably detained on rollcall No. 604. Had I been present, I would have voted "yea."

Mr. GUTIERREZ. Mr. Speaker, I was unavoidably absent in the House Chamber for votes today. Had I been present, I would have voted "yea" on rollcall vote 604.

COMMUNICATION FROM THE CLERK OF THE HOUSE

The SPEAKER laid before the House the following communication from the Clerk of the House of Representatives:

OFFICE OF THE CLERK,
HOUSE OF REPRESENTATIVES,
Washington, DC, November 8, 2012.

Hon. JOHN BOEHNER,
The Speaker, House of Representatives,
Washington, DC.

DEAR MR. SPEAKER: I have the honor to transmit herewith a scanned copy of a letter received from Mr. Christopher M. Thomas, Director of Elections, Department of State, State of Michigan, indicating that, according to the unofficial returns of the Special Election held November 6, 2012, the Honorable David Curson was elected Representative to Congress for the Eleventh Congressional District, State of Michigan.

With best wishes, I am

Sincerely,

KAREN L. HAAS,
Clerk.

Enclosure.

STATE OF MICHIGAN, RUTH JOHNSON,
SECRETARY OF STATE, DEPARTMENT OF STATE,
Lansing, MI, November 8, 2012.

Hon. KAREN L. HAAS,
Clerk, House of Representatives, The Capitol,
Washington, DC.

DEAR MS. HAAS: This is to advise you that the unofficial results of the Special Election held on Tuesday, November 6, 2012, to fill the existing vacancy for Representative in Congress from the Eleventh Congressional District of Michigan, show that David Curson

received 159,267 or 48.39% of the total number of votes cast for that office.

It would appear from these unofficial results that David Curson was elected as Representative in Congress from the Eleventh Congressional District of Michigan.

To the best of our knowledge and belief at this time, there is no contest to this election.

As soon as the official results are certified to this office by all counties involved, an official Certificate of Election will be prepared for transmittal as required by law.

A full listing of the unofficial results for each candidate is attached for your information.

Sincerely,
CHRISTOPHER M. THOMAS,
Director of Elections.

COMMUNICATION FROM THE CLERK OF THE HOUSE

The SPEAKER laid before the House the following communication from the Clerk of the House of Representatives:

OFFICE OF THE CLERK,
HOUSE OF REPRESENTATIVES,
Washington, DC, November 8, 2012.

Hon. JOHN BOEHNER,
*The Speaker, House of Representatives,
Washington, DC.*

DEAR MR. SPEAKER: I have the honor to transmit herewith a facsimile copy of a letter received from the Honorable Sam Reed, Washington Secretary of State, indicating that, according to the unofficial returns of the Special Election held November 6, 2012, the Honorable Suzan DelBene was elected Representative to Congress for the First Congressional District, State of Washington.

With best wishes, I am

Sincerely,
KAREN L. HAAS,
Clerk.

Enclosure.

SECRETARY OF STATE,
Olympia, WA, November 7, 2012.

Hon. KAREN L. HAAS,
*Clerk, House of Representatives,
The Capitol, Washington, DC.*

DEAR MS. HAAS: This is to advise you that the unofficial results of the Special Election held on Tuesday, November 6, 2012, for Representative in Congress from the First Congressional District of Washington, show that Suzan DelBene received 128,638 votes, or 60.14%, of the total votes cast for that office, tabulated so far.

It would appear from these unofficial results that Suzan DelBene was elected as Representative in Congress from the First Congressional District of Washington.

To the best of our knowledge and belief at this time, there is no contest to this election.

As soon as the official results are certified to this office by all counties involved, an official Certificate of Election will be prepared for transmittal as required by law.

Sincerely,
SAM REED.

COMMUNICATION FROM THE CLERK OF THE HOUSE

The SPEAKER laid before the House the following communication from the Clerk of the House of Representatives:

OFFICE OF THE CLERK,
HOUSE OF REPRESENTATIVES,
Washington, DC, November 7, 2012.

Hon. JOHN BOEHNER,
*The Speaker, House of Representatives,
Washington, DC*

DEAR MR. SPEAKER: I have the honor to transmit herewith a facsimile copy of a let-

ter received from Ms. Mary Sue Helm, Director of Elections and Administration, Office of the Secretary of State, State of Kentucky, indicating that, according to the unofficial returns of the Special Election held November 6, 2012, the Honorable Thomas Massie was elected Representative to Congress for the Fourth Congressional District, State of Kentucky.

With best wishes, I am,
Sincerely,

KAREN L. HAAS,
Clerk.

Enclosure.

COMMONWEALTH OF KENTUCKY,
OFFICE OF THE SECRETARY OF STATE,
Frankfort, KY, November 7, 2012.
Hon. KAREN L. HAAS,
*Clerk, House of Representatives, The Capitol,
Washington, DC.*

DEAR MS. HAAS: This is to advise that the unofficial results of the Special Election held on Tuesday, November 6, 2012, for Representative in Congress, Fourth Congressional District of Kentucky, show that Thomas Massie received 174,087 of the total number of votes cast for that office. A chart providing the unofficial vote totals received for each candidate seeking the unexpired term for U.S. Representative in Congress, 4th District is attached.

It would appear from the unofficial results that Thomas Massie was elected as Representative in Congress from the Fourth Congressional District of Kentucky.

To the best of our knowledge and belief at this time, we are not aware of any contest or recount to this election.

As soon as the official results are certified to this office by all counties involved, the Secretary of State will deliver the certified vote totals to the KY State Board of Elections for the issuance of an official Certificate of Election on November 20, 2012. An original Certificate of Election for the unexpired term for the Fourth Congressional District of Kentucky will be sent to you subsequent to the November 20, 2012 meeting of the KY State Board of Elections.

Thank you and if we may assist further, please do not hesitate to contact me.

Sincerely,
MARY SUE HELM,
Director of Elections & Administration.

SWEARING IN OF THE HONORABLE
DAVID ALAN CURSON, OF MICHIGAN;
THE HONORABLE SUZAN K. DELBENE, OF WASHINGTON; AND
THE HONORABLE THOMAS MASSIE, OF KENTUCKY, AS MEMBERS OF THE HOUSE

MR. DINGELL. Mr. Speaker, I ask unanimous consent that the gentleman from Michigan, the Honorable DAVID ALAN CURSON, be permitted to take the oath of office today.

His certificate of election has not yet arrived, but there is no contest and no question has been raised with regard to his election.

The SPEAKER. Is there objection to the request of the gentleman from Michigan?

There was no objection.

MR. DICKS. Mr. Speaker, I ask unanimous consent that the gentlewoman from Washington, the Honorable SUZAN K. DELBENE, be permitted to take the oath of office today.

Her certificate of election has not arrived, but there is no contest and no question has been raised with regard to her election.

The SPEAKER. Is there objection to the request of the gentleman from Washington?

There was no objection.

MR. ROGERS of Kentucky. Mr. Speaker, I ask unanimous consent that the gentleman from Kentucky, the Honorable THOMAS MASSIE, be permitted to take the oath of office today.

His certificate of election has not arrived, but there is no contest and no question has been raised with regard to his election.

The SPEAKER. Is there objection to the request of the gentleman from Kentucky?

There was no objection.

□ 1900

The SPEAKER. Will the Representatives-elect and the members of their respective delegations present themselves in the well.

The Representatives-elect will please raise their right hands.

MR. CURSON of Michigan, Ms. DELBENE, and Mr. MASSIE appeared at the bar of the House and took the oath of office, as follows:

Do you solemnly swear that you will support and defend the Constitution of the United States against all enemies, foreign and domestic; that you will bear true faith and allegiance to the same; that you take this obligation freely, without any mental reservation or purpose of evasion; and that you will well and faithfully discharge the duties of the office on which you are about to enter, so help you God.

The SPEAKER. Congratulations, you are now Members of the 112th Congress.

WELCOMING THE HONORABLE DAVID ALAN CURSON TO THE HOUSE OF REPRESENTATIVES

The SPEAKER. Without objection, the dean of the House, the gentleman from Michigan (Mr. DINGELL) is recognized for 1 minute.

There was no objection.

MR. DINGELL. Mr. Speaker, I rise to welcome my good friend DAVE CURSON to the Congress of the United States. He has spent his life serving his fellow man, first as a U.S. marine in Vietnam, then as a representative of the UAW, and now as a Member of this distinguished body.

He is also, first and foremost, a family man. He has been married to his wonderful wife, Sharon, for 22 years. Together with her, he has done an extraordinary job raising two daughters and one son; they are Lisa, Katie, and David, Jr.

I have no doubt that our good friend DAVID will do a magnificent job representing the interests of the people of Michigan's 11th District. I know he can count on my support, and I hope that my colleagues will extend him that same courtesy. DAVE is a good man, and the Nation is fortunate to have him here.

MR. Speaker, at this moment, I yield to the distinguished gentleman from Michigan (Mr. UPTON), the dean of the Republican delegation.

Mr. UPTON. Mr. Speaker, I, too, wish DAVE CURSON a warm welcome in joining this body.

We have great Members on both sides of the aisle. I will say, from the Republican perspective, that I don't think any of us knew you before. We surely look forward to getting to know you in the next couple of weeks. We know that you'll be an active Member, and we look forward to your service and to getting to know you well. And we wish you the very best.

Mr. DINGELL. At this time, Mr. Speaker, I yield to my dear friend, our new Member from Michigan's 11th District, DAVE CURSON, with my congratulations and good wishes.

Mr. CURSON of Michigan. Thank you, Congressman DINGELL. It's always been an honor to work with you.

And thank you, Mr. Speaker. And thanks to all my new colleagues, and thanks to all the guests. And thanks to my wife, Sharon, who has been my rock; and my family, who gave me the courage and the strength to get here; and to all my supporters, the hundreds of volunteers, and the many union brothers and sisters that worked so hard to get me elected; and to all the voters, regardless of whose lever they pulled, because they participated in this country's greatest act of freedom—the right to elect their own government.

I spent my entire adult life solving problems for working families, but I am but one man. So when I speak, you will hear the voice of over 500,000 residents of Michigan's 11th District who simply want a piece, their small share of the American Dream. And I know with the genius that works in this great Hall, that together, we can collectively achieve that goal and move this country forward.

I am humbled and honored to be a part of this distinguished group, and I want to thank every one of you. I look forward to working with you.

Mr. DINGELL. Mr. Speaker, I yield back the balance of my time.

WELCOMING THE HONORABLE SUZAN K. DELBENE TO THE HOUSE OF REPRESENTATIVES

The SPEAKER. Without objection, the gentleman from Washington (Mr. DICKS) is recognized for 1 minute.

There was no objection.

Mr. DICKS. Mr. Speaker, it is a great pleasure for the Washington congressional delegation to welcome our newest Member, SUZAN DELBENE, who had the distinction of winning not just one, but two elections last week.

She was elected in a special election to fill the remainder of Congressman Jay Inslee's term, and she was also elected last week to be the Representative of a newly configured First District in the 113th Congress.

Throughout her campaign, SUZAN was able to successfully connect with voters because of her upbringing and because of her experience. She spoke to

the struggles her parents went through in raising her family and of working her way through college. She earned a bachelor's degree from Reed College in Portland and received an MBA from the University of Washington.

Following her academic work, SUZAN had a very successful career at Microsoft and at two high-tech startup companies, and then was appointed director of the Washington Department of Revenue. SUZAN is a high-energy person, someone who will work well with our delegation and with all of our colleagues here in the House in the next Congress.

At this time, I would like to yield to the gentleman from Washington's Fourth Congressional District, Congressman HASTINGS, the chairman of the Natural Resources Committee, who joins me in welcoming our newest Member.

Mr. HASTINGS of Washington. I thank the gentleman for yielding.

And let me be the first here in this post session of Congress to say that this is the last session that our senior colleague from Washington (Mr. DICKS) will be serving, and he will be certainly missed. And I want to be the first to say that we will miss you here in this body.

But when somebody leaves, somebody new comes in, albeit not the same district. SUZAN, I want to welcome you to the Washington caucus. While we're a diverse State, as you well know, we have found that on issues we agree on, we work very, very well together, and we look forward to working with you.

And I know that this is not your first run here, so I'll congratulate you more on the second run than the first run. Welcome to the Congress.

Mr. DICKS. I now yield to SUZAN DELBENE to address the House.

Ms. DELBENE. I want to thank Congressman DICKS and Congressman HASTINGS for the very kind introduction. It's a great honor to be here.

Mr. Speaker, Leader PELOSI, members of the Washington delegation, and Members of the 112th Congress, it's truly an honor for me to be here with you today.

I would first like to thank all those who supported me throughout this journey; in particular, my family; my husband, Kurt, who is up in the gallery; and my children, Rebecca and Zachary, who are both off in college right now. I am very grateful to share this moment with them.

It's a great privilege to represent the people of Washington's First Congressional District, both the current and the future versions of it. I am honored to be given this opportunity by the voters of western Washington, and I truly appreciate their support. I will work very, very hard to serve them well.

I look forward to working with all of you, and I am honored to be able to serve alongside the very distinguished members of the Washington delegation. I am very excited to roll up my sleeves and get to work right away.

Thanks again. I appreciate all of your support.

Mr. DICKS. I yield back the balance of my time.

□ 1910

WELCOMING THE HONORABLE THOMAS MASSIE TO THE HOUSE OF REPRESENTATIVES

The SPEAKER. Without objection, the gentleman from Kentucky (Mr. ROGERS) is recognized for 1 minute.

There was no objection.

Mr. ROGERS of Kentucky. Thank you, Mr. Speaker.

I have the distinct honor and privilege of representing the Kentucky delegation as we welcome our newest member, TOM MASSIE from Lewis County, Kentucky.

THOMAS earned two engineering degrees from MIT. He founded SensAble Technologies, Inc., based on his invention that made computers easier to use, raised over \$32 million of venture capital, created 70 jobs, and obtained 24 patents. Then he came home to a farm in Kentucky to raise his family.

Ten years ago, he and Rhonda, his high school sweetheart, moved back home to Kentucky to raise their four children where they live on a farm in rural Lewis County, Kentucky.

But you can't keep a good man down. He wanted to be of service to the public, and he ran for the county executive's job in Lewis County on the Ohio River, and, of course, won that race. That was in 2010.

Now we are honored to present to you, in a minute, the newest member of the Kentucky delegation representing the Fourth Congressional District.

Before I introduce TOM, let me turn to my colleague, Mr. YARMUTH, from the Third District.

Mr. YARMUTH. Thank you, Mr. ROGERS. I appreciate this opportunity.

For those of us in the Kentucky delegation, Kentucky always comes first, and I appreciate this opportunity to welcome TOM MASSIE and his family to the House of Representatives and also to the Kentucky delegation.

TOM has very big shoes to fill. He steps in the shoes of Geoff Davis, who honorably served that Fourth Congressional District for a number of years. He now has the responsibility of representing about 20,000 of my former constituents, and I think 15½ holes of that hallowed golf course which he now has in his district.

I want to welcome THOMAS and his family, thank them for their service in advance, congratulate them on their election, and also invite TOM to join the Congressional Bourbon Caucus, which is one of the most popular caucuses in the Congress.

Mr. ROGERS of Kentucky. It is now my great pleasure to recognize and yield to the new member of the Kentucky delegation, THOMAS MASSIE.

Mr. MASSIE. First, I'd like to recognize the great service of Congressman

Geoff Davis for the State of Kentucky. He served us well, and those are some very big shoes to fill.

Thank you, Mr. Speaker, and thank you, Chairman ROGERS, for the introduction.

Tonight I have in the gallery my family. My grandmother is here, my mother is here, and my four children, but most of all my wife, Rhonda, is here. I need to thank them for their loving support through all of this.

I'm honored to represent the great people of Kentucky's Fourth Congressional District. I'll be a staunch defender of the Constitution, an unwavering advocate for personal liberties, economic freedom, and fiscal responsibility. I look forward to working with all of the Members of this House of Congress to advance these great American principles, thereby ensuring a prosperous future for our country.

Thank you. May God bless America.

Mr. ROGERS of Kentucky. Mr. Speaker, I yield back the balance of my time.

ANNOUNCEMENT BY THE SPEAKER

The SPEAKER. Under clause 5(d) of rule XX, the Chair announces to the House that, in light of the administration of the oath to the gentlewoman from Washington and the gentlemen from Kentucky and Michigan, the whole number of the House is 433.

□ 1920

SPACE LAUNCH LIABILITY PROVISIONS EXTENSION

The SPEAKER pro tempore (Mr. WOMACK). The unfinished business is the question on suspending the rules and passing the bill (H.R. 6586) to extend the application of certain space launch liability provisions through 2014.

The Clerk read the title of the bill.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Mississippi (Mr. PALAZZO) that the House suspend the rules and pass the bill.

The question was taken; and (two-thirds being in the affirmative) the rules were suspended and the bill was passed.

A motion to reconsider was laid on the table.

TERROR ATTACK IN LIBYA

(Mr. POE of Texas asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. POE of Texas. Mr. Speaker, it's been 2 months since four Americans were murdered by terrorists in Benghazi, Libya. For 2 weeks the administration claimed this was a spontaneous protest in response to a movie, but now we know that was all a charade.

The administration knew within 2 hours that the terror group Ansar al-

Sharia was claiming responsibility for this well-planned ambush and assassination. Allegedly, the administration also watched the attack occur in the White House's Situation Room, and that's when a request for military help was made and denied.

CIA operatives were twice told to stand down instead of helping the Ambassador. Why did the Ambassador's calls for help go unanswered? The American people need to know this: What happened? Why didn't the U.S. help the Ambassador when he was under attack? And what individuals killed the Ambassador? And what has the United States done to track these outlaws down, hold them accountable for this—yet another attack on 9/11?

And that's just the way it is.

CONGRATULATING SOLOMON SCHECTER ON ITS 50TH ANNIVERSARY

(Mr. DOLD asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. DOLD. Mr. Speaker, I rise to recognize a tremendous milestone in the 10th District of Illinois in the Chicago area.

Recently, the Solomon Schechter Day School of Metropolitan Chicago celebrated its 50th anniversary. Founded in 1962 with only 27 students in its first class, Solomon Schechter has grown over the years to provide education to over 2,500 proud graduates.

As a school that integrates general and Judaic studies, Solomon Schechter has promoted a love of learning and unique sense of community amongst its students, parents, educators, and volunteer leaders.

Schechter students also forge valuable connections with students at Keshet, a Jewish day school that serves children with developmental disabilities. Mr. Speaker, I recently visited Keshet and was very impressed by the incredible work that they do in meeting the needs of the children there.

But Solomon Schechter is more than just a school; it's a community, the strength of which can be seen in the fact that over 700 people came to proudly show their support at its recent 50th anniversary celebration.

I'd like to wish Solomon Schechter Day School continued success in the future.

□ 1930

HONORING EARL MORSE AND JEFF MILLER FOR THEIR CONTRIBUTIONS ON BEHALF OF HONOR FLIGHT

(Ms. KAPTUR asked and was given permission to address the House for 1 minute.)

Ms. KAPTUR. Mr. Speaker, tomorrow I intend to bring to the floor the photos of two American families that have been instrumental in helping

bring over 100,000 Americans who fought in World War II to our Nation's Capitol for Honor Flight.

I had the great opportunity this week, during a special gathering on this Veterans Day week of the friends of the World War II Memorial Committee, to meet these phenomenal Americans. Earl Morse and Jeff Miller have devoted so much of their private lives to bringing great joy to Americans across this country. We should recognize them. We should thank them. We should remember.

Those of us who have relatives that have fought in the military, those of us who appreciate those who have—on this Veterans Day week, let us give due credit to what brings us together as a people, our great sense of patriotism, our great sense of valor, and the appreciation we could give to those Americans who help to make the lives of others complete.

Mr. Speaker, I thank you for giving me this moment to highlight what I will bring to the floor tomorrow. Thank you to Honor Flight. Thank you to the Morse and Miller families. Thank you to the Friends of the World War II Memorial, and thank you to all of our World War II veterans, their families, and descendants.

GLOBAL ENTREPRENEURSHIP WEEK

(Mr. YODER asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. YODER. Mr. Speaker, I rise to make note of an important week in the ongoing effort to renew our Nation's economy. This week is Global Entrepreneurship Week.

New entrepreneurs and innovators are the key to putting Americans back to work. With two out of every three jobs coming from small businesses, and 100 percent of the net new jobs coming from companies less than 5 years old, these risk-takers are the key to our economic prosperity. Simply put, if they don't grow and expand, then neither will our economy.

I was pleased to help celebrate Global Entrepreneurship Week this week by addressing many of these budding startups at the Kaufman Foundation in Kansas City. A true gem of the Midwest, the Kaufman Foundation is the world's largest foundation devoted to entrepreneurship.

Mr. Speaker, we know jobs aren't created by bureaucrats in Washington, D.C. They are created by the innovators across our Nation. As we continue to see our economy lagging behind, let's renew our efforts to support startups, innovators and entrepreneurs that take the risks to create jobs.

SUPPORTING RECOGNITION OF MALALA YOUSUFZAI

(Ms. JACKSON LEE of Texas asked and was given permission to address

the House for 1 minute and to revise and extend her remarks.)

Ms. JACKSON LEE of Texas. Mr. Speaker, there's so much that we can acknowledge and respect as we come back to work on behalf of the American people. I'd like my colleagues to allow me, for a moment, to raise the issue of the recognition of introducing a legislative initiative to award the Congressional Gold Medal to Malala Yousufzai, the little girl in Pakistan who had the courage to stand up against the heinousness of the Taliban.

On October 9, 2012, Malala was shot and nearly killed by Taliban operatives because she advocated simply for educating girls in Pakistan. Her shooting has sent shock waves through the region and around the world. Leaders across the globe have condemned her shooting, while Taliban leaders remain unrepentant. In fact, as she heals in a British hospital, they have continued to threaten that she will be shot again if she comes to the soil.

Sixty-one million children worldwide are not enrolled in school, of which 32 million are girls. Pakistan has the second highest number of girls who are not attending school in the world.

As a cochair and founder of the Pakistan Caucus, the Congressional Pakistan Caucus, I urge my colleagues to rush toward this legislation and sign on. The United Nations declared Saturday, November 10, 2010, Malala Day, and many are advocating for a Nobel Peace Laureate.

I ask my colleagues to join me in advocating to recognize this brave little girl who stands for the children of the world.

LEAVE OF ABSENCE

By unanimous consent, leave of absence was granted to:

Mr. REED (at the request of Mr. CANTOR) for today and Wednesday on account of attending the funeral of a fallen soldier in his district.

Mr. CICILLINE (at the request of Ms. PELOSI) for today on account of attending a funeral in the district.

ADJOURNMENT

Mr. YODER. Mr. Speaker, I move that the House do now adjourn.

The motion was agreed to; accordingly (at 7 o'clock and 34 minutes p.m.), under its previous order, the House adjourned until tomorrow, Wednesday, November 14, 2012, at 10 a.m. for morning-hour debate.

OATH OF OFFICE MEMBERS, RESIDENT COMMISSIONER, AND DELEGATES

The oath of office required by the sixth article of the Constitution of the United States, and as provided by section 2 of the act of May 13, 1884 (23 Stat. 22), to be administered to Members, Resident Commissioner, and Dele-

gates of the House of Representatives, the text of which is carried in 5 U.S.C. 3331:

"I, AB, do solemnly swear (or affirm) that I will support and defend the Constitution of the United States against all enemies, foreign and domestic; that I will bear true faith and allegiance to the same; that I take this obligation freely, without any mental reservation or purpose of evasion; and that I will well and faithfully discharge the duties of the office on which I am about to enter. So help me God."

has been subscribed to in person and filed in duplicate with the Clerk of the House of Representatives by the following Members of the 112th Congress, pursuant to the provisions of 2 U.S.C. 25:

DAVID ALAN CURSON, Michigan Eleventh; THOMAS MASSIE, Kentucky Fourth; SUZAN K. DELBENE, Washington First.

EXECUTIVE COMMUNICATIONS, ETC.

Under clause 2 of rule XIV, executive communications were taken from the Speaker's table and referred as follows:

8261. A letter from the Regulatory Specialist, LRAD, Department of the Treasury, transmitting the Department's final rule — Short-Term Investment Funds [Docket No.: OCC-2011-0023] (RIN: 1557-AD37) received October 10, 2012, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Financial Services.

8262. A letter from the Regulatory Specialist, LRAD, Department of the Treasury, transmitting the Department's final rule — Annual Stress Test [Docket ID: OCC-2011-0029] (RIN: 1557-AD58) received October 10, 2012, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Financial Services.

8263. A letter from the Director, Office of Congressional Affairs, Nuclear Regulatory Commission, transmitting the Commission's final rule — Design, Inspection, and Testing Criteria for Air Filtration and Adsorption Units of Post-accident Engineered-Safety-Feature Atmosphere Cleanup Systems in Light-Water-Cooled Nuclear Power Plants [NRC-2012-xxxx] received October 4, 2012, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Energy and Commerce.

8264. A letter from the Director, Office of Congressional Affairs, Nuclear Regulatory Commission, transmitting the Commission's final rule — Withdrawal of Regulatory Guide 5.67 [NRC-2012-xxxx] received October 4, 2012, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Energy and Commerce.

8265. A letter from the Secretary, Department of Treasury, transmitting as required by section 401(c) of the National Emergency Act, 50 U.S.C. 1641(c), and section 204(c) of the International Emergency Economic Powers Act, 50 U.S.C. 1703(c), section 505(c) of the International Security and Development Cooperation Act of 1985, 22 U.S.C. 2349aa-9(c), and pursuant to Executive Order 13313 of July 31, 2003, a six-month periodic report on the national emergency with respect to Iran that was declared in Executive Order 12170 of November 14, 1979; to the Committee on Foreign Affairs.

8266. A letter from the Secretary, Department of the Treasury, transmitting as required by section 401(c) of the National Emergencies Act, 50 U.S.C. 1641(c), and sec-

tion 204(c) of the International Emergency Economic Powers Act, 50 U.S.C. 1703(c), a six-month periodic report on the national emergency with respect to Somalia that was declared in Executive Order 13536 of April 12, 2010; to the Committee on Foreign Affairs.

8267. A letter from the Secretary, Department of Health and Human Services, transmitting Fiscal year 2011 Report to Congress on Funding Needs for Contract Support Costs of Self-Determination Awards; to the Committee on Natural Resources.

8268. A letter from the Acting Deputy Director, Office of Sustainable Fisheries, NMFS, National Oceanic and Atmospheric Administration, transmitting the Administration's final rule — Atlantic Highly Migratory Species: Atlantic Bluefin Tuna Fisheries [Docket No.: 120306154-2241-02] (RIN: 0648-XC162) received October 4, 2012, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Natural Resources.

8269. A letter from the Acting Deputy Director, Office of Sustainable Fisheries, National Oceanic and Atmospheric Administration, transmitting the Administration's final rule — Magnuson-Stevens Act Provisions; Fisheries Off West Coast States; Biennial Specifications and Management; Inseason Adjustments [Docket No.: 100804324-1265-02] (RIN: 0648-BC36) received October 4, 2012, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Natural Resources.

8270. A letter from the Director, Office of Sustainable Fisheries, NMFS, National Oceanic and Atmospheric Administration, transmitting the Administration's final rule — Spiny Lobster Fishery of the Gulf of Mexico and South Atlantic; Amendment 11; Correction [Docket No.: 110908576-2240-02] (RIN: 0648-BB44) received October 4, 2012, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Natural Resources.

8271. A letter from the Acting Director, Office of Sustainable Fisheries, NMFS, National Oceanic and Atmospheric Administration, transmitting the Administration's final rule — Fisheries of the Exclusive Economic Zone Off Alaska; Shallow-Water Species Fishery by Vessels Using Trawl Gear in the Gulf of Alaska [Docket No.: 111207737-2141-02] (RIN: 0648-XC204) received October 4, 2012, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Natural Resources.

8272. A letter from the Director, Office of Sustainable Fisheries, NMFS, National Oceanic and Atmospheric Administration, transmitting the Administration's final rule — Main Hawaiian Islands Deep 7 Bottomfish Annual Catch Limits and Accountability Measures for 2012-13 [Docket No.: 120628195-2414-02] (RIN: 0648-XC089) received October 4, 2012, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Natural Resources.

8273. A letter from the Director, Office of Sustainable Fisheries, NMFS, National Oceanic and Atmospheric Administration, transmitting the Administration's final rule — Atlantic Highly Migratory Species; Lifting Trade Restrictive Measures [Docket No.: 120510051-2335-02] (RIN: 0648-BC16) received October 4, 2012, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Natural Resources.

8274. A letter from the Director, Office of Sustainable Fisheries, NMFS, National Oceanic and Atmospheric Administration, transmitting the Administration's final rule — Temporary Rule To Establish Management Measure for the Limited Harvest and Possession of South Atlantic Red Snapper in 2012 [Docket No.: 120709225-2365-01] (RIN: 0648-BC32) received October 4, 2012, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Natural Resources.

8275. A letter from the Acting Deputy Director, Office of Sustainable Fisheries, NMFS, National Oceanic and Atmospheric

Administration, transmitting the Administration's final rule — Reef Fish Fishery of the Gulf of Mexico; Gulf of Mexico Individual Fishing Quota Programs [Docket No.: 090206140-91081-03] (RIN: 0648-XC227) received October 15, 2012, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Natural Resources.

8276. A letter from the Acting Director, Office of Sustainable Fisheries, NMFS, National Oceanic and Atmospheric Administration, transmitting the Administration's final rule — Fisheries of the Northeastern United States; Northeast Multispecies Fishery; Fishing Year 2012 Days-at-Sea Adjustment for Common Pool Fishery; Announcement of Fishing Year 2011 Sector Annual Catch Entitlement Carryover [Docket No.: 120109034-2153-02] (RIN: 0648-XC168) received October 15, 2012, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Natural Resources.

8277. A letter from the Acting Deputy Director, Office of Sustainable Fisheries, NMFS, National Oceanic and Atmospheric Administration, transmitting the Administration's final rule — Snapper-Grouper Fishery of the South Atlantic; Reopening of the 2012 Commercial Sector for Yellowtail Snapper in the South Atlantic [Docket No.: 100812345-2142-03] (RIN: 0648-XC229) received October 15, 2012, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Natural Resources.

8278. A letter from the Acting Deputy Director, Office of Sustainable Fisheries, NMFS, National Oceanic and Atmospheric Administration, transmitting the Administration's final rule — Fisheries of the Exclusive Economic Zone Off Alaska; Pollock in Statistical Area 610 in the Gulf of Alaska [Docket No.: 111207737-2141-02] (RIN: 0648-XC206) received October 15, 2012, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Natural Resources.

8279. A letter from the Director, Office of Sustainable Fisheries, NMFS, National Oceanic and Atmospheric Administration, transmitting the Administration's final rule — Magnuson-Stevens Act Provisions; Fisheries Off West Coast States; Pacific Coast Groundfish Fishery; Correction [Docket No.: 120403252-2392-01] (RIN: 0648-BC06) received October 4, 2012, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Natural Resources.

8280. A letter from the Acting Deputy Director, Office of Sustainable Fisheries, NMFS, National Oceanic and Atmospheric Administration, transmitting the Administration's final rule — Fisheries of the Northeastern United States; Northeast Multispecies Fisheries Management Plan; Northern Red Hake Quota Harvested [Docket No.: 110816505-2184-03] (RIN: 0648-XC201) received October 15, 2012, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Natural Resources.

8281. A letter from the Acting Deputy Director, Office of Sustainable Fisheries, NMFS, National Oceanic and Atmospheric Administration, transmitting the Administration's final rule — Fisheries of the Northeastern United States; Bluefish Fishery; Quota Transfer [Docket No.: 1202010086-2418-02] (RIN: 0648-XC235) received October 15, 2012, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Natural Resources.

8282. A letter from the Acting Deputy Director, Office of Sustainable Fisheries, NMFS, National Oceanic and Atmospheric Administration, transmitting the Administration's final rule — Fisheries of the Exclusive Economic Zone Off Alaska; Pollock in Statistical Area 620 in the Gulf of Alaska [Docket No.: 111207737-2141-02] (RIN: 0648-XC207) received October 15, 2012, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Natural Resources.

8283. A letter from the Director, Office of Sustainable Fisheries, NMFS, National Oceanic and Atmospheric Administration, transmitting the Administration's final rule — Fisheries of the Caribbean, Gulf of Mexico, and South Atlantic; Snapper-Grouper Fishery Off the Southern Atlantic States; Amendment 20A [Docket No.: 100812344-2449-02] (RIN: 0648-AY74) received October 15, 2012, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Natural Resources.

8284. A letter from the Acting Deputy Director, Office of Sustainable Fisheries, NMFS, National Oceanic and Atmospheric Administration, transmitting the Administration's final rule — Fisheries of the Exclusive Economic Zone Off Alaska; Pacific Cod in the Bering Sea and Aleutian Islands Management Area [Docket No.: 111213751-2102-02] (RIN: 0648-XC224) received October 15, 2012, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Natural Resources.

8285. A letter from the Service Officer, American Gold Star Mothers, Inc., transmitting the organization's report and financial audit for the year ending June 30, 2012; to the Committee on the Judiciary.

8286. A letter from the Secretary, Department of Education, transmitting the Department's final rule — Adjustment of Civil Monetary Penalties for Inflation (RIN: 1801-AA12) October 11, 2012, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on the Judiciary.

8287. A letter from the General Counsel, National Tropical Botanical Garden, transmitting the annual audit report for the National Tropical Botanical Garden for the period from January 1, 2011 through December 31, 2011, pursuant to 36 U.S.C. 4610; to the Committee on the Judiciary.

8288. A letter from the Clerk, United States Court of Appeals, transmitting an opinion of the United States Court of Appeals for the Third Circuit, C.A. No. 09-4541, Maribel Delrio-Mocci, et al v. Connolly Properties, Inc., (February 24, 2012); to the Committee on the Judiciary.

8289. A letter from the Director, Regulatory Review Group, Department of Agriculture, transmitting the Department's final rule — Suspension of End-Use Certificate Program Requirements received October 4, 2012, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Ways and Means.

8290. A letter from the Chief, Trade and Commercial Regulations Branch, Department of Homeland Security, transmitting the Department's final rule — United States-Peru Trade Promotion Agreement [USCBP-2011-0043] (RIN: 1515-AD79) received October 11, 2012, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Ways and Means.

8291. A letter from the Chief, Publications and Regulations Branch, Internal Revenue Service, transmitting the Service's final rule — Update of Weighted Average Interest Rates, Yield Curves, and Segment Rates [Notice 2012-64] received October 16, 2012, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Ways and Means.

8292. A letter from the Chief, Publications and Regulations Unit, Internal Revenue Service, transmitting the Service's final rule — Fringe Benefits Aircraft Valuation Formula (Rev. Rul. 2012-27) received October 16, 2012, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Ways and Means.

8293. A letter from the Chief, Publications and Regulations Branch, Internal Revenue Service, transmitting the Service's final rule — Applicable Federal Rates — November 2012 (Rev. Rul. 2012-30) received October 17, 2012, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Ways and Means.

8294. A letter from the Chief, Publications and Regulations, Internal Revenue Service, transmitting the Service's final rule — RIC

Modernization Act Capital Loss Carryforward Effective Date (Rev. Rul. 2012-29) received October 2, 2012, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Ways and Means.

8295. A letter from the Assistant Director for Legislative Affairs, Consumer Financial Protection Bureau, transmitting the Annual Report of the Student Loan Ombudsman; jointly to the Committees on Financial Services and Education and the Workforce.

REPORTS OF COMMITTEES ON PUBLIC BILLS AND RESOLUTIONS

Under clause 2 of rule XIII, reports of committees were delivered to the Clerk for printing and reference to the proper calendar, as follows:

Mr. DREIER: Committee on Rules. House Resolution 808. Resolution providing for consideration of nondiscriminatory treatment (normal trade relations treatment) to products of the Russian Federation and Moldova and to require reports on the compliance of the Russian Federation with its obligations as a member of the World Trade Organization, and for other purposes (Rept.112-693). Referred to the House Calendar.

PUBLIC BILLS AND RESOLUTIONS

Under clause 2 of rule XII, public bills and resolutions of the following titles were introduced and severally referred, as follows:

By Mr. GALLEGLY (for himself, Ms. RICHARDSON, and Mr. McKEON):

H.R. 6587. A bill to designate the facility of the United States Postal Service located at 225 Simi Village Drive in Simi Valley, California, as the "Postal Inspector Terry Asbury Post Office Building"; to the Committee on Oversight and Government Reform.

By Ms. JACKSON LEE of Texas (for herself, Mr. VAN HOLLEN, Mr. DAVIS of Illinois, Mr. CARSON of Indiana, Mr. CICILLINE, Mr. BRADY of Pennsylvania, Ms. SLAUGHTER, Ms. NORTON, Mr. SIRE, Mr. TOWNS, Ms. SCHWARTZ, Ms. RICHARDSON, Ms. MCCOLLUM, Mrs. DAVIS of California, Mr. AL GREEN of Texas, Mrs. MALONEY, Mr. PETERS, Mrs. NAPOLITANO, Mr. CULBERSON, Mr. FARENTHOLD, Mr. CONYERS, Mr. PALLONE, Ms. SEWELL, Ms. EDDIE BERNICE JOHNSON of Texas, Mr. THOMPSON of Mississippi, Mr. RICHMOND, Mr. SCOTT of Virginia, Ms. FUDGE, Mr. PERLMUTTER, Mr. CLEAVER, Mr. CLYBURN, Ms. KAPTUR, and Mr. YODER):

H.R. 6588. A bill to award a Congressional Gold Medal to Malala Yousufzai, in recognition of her devoted service to education, justice, and equality in Pakistan; to the Committee on Financial Services.

MEMORIALS

Under clause 3 of rule XII, memorials were presented and referred as follows:

289. The SPEAKER presented a memorial of the Senate of the State of California, relative to Senate Joint Resolution No. 29 supporting the Department of Justice's investigation into whether state legislatures are discriminating against and suppressing the vote of minorities, senior citizens, young adults or those with physical disabilities or limited economic means; to the Committee on the Judiciary.

290. Also, a memorial of the House of Representatives of the State of Michigan, relative to House Resolution No. 325 urging the

Congress to provide funding to the United States Army Corps of Engineers for dredging harbors of refuge and maintaining seawalls; to the Committee on Transportation and Infrastructure.

291. Also, a memorial of the Senate of the State of California, relative to Senate Joint Resolution No. 30 supporting the Social Security Fairness Act of 2011; to the Committee on Ways and Means.

292. Also, a memorial of the Senate of the State of Michigan, relative to Senate Resolution No. 134 urging the Congress to change the eligibility requirements for Social Security Disability Insurance and Supplementary Security Income benefits; to the Committee on Ways and Means.

CONSTITUTIONAL AUTHORITY STATEMENT

Pursuant to clause 7 of rule XII of the Rules of the House of Representatives, the following statements are submitted regarding the specific powers granted to Congress in the Constitution to enact the accompanying bill or joint resolution.

By Mr. GALLEGLY:

H.R. 6587.

Congress has the power to enact this legislation pursuant to the following:

This bill is enacted pursuant to Article I, Section 8, Clause 7 of the United States Constitution, it is the power of Congress to “Establish Post Offices . . .”.

By Ms. JACKSON LEE of Texas:

H.R. 6588.

Congress has the power to enact this legislation pursuant to the following:

This bill is enacted pursuant to the power granted to Congress under Article 1, Section 8, Clause 1 of the United States Constitution.

ADDITIONAL SPONSORS

Under clause 7 of rule XII, sponsors were added to public bills and resolutions as follows:

H.R. 718: Mrs. EMERSON and Ms. BONAMICI.
H.R. 719: Mr. GARAMENDI.
H.R. 812: Mr. ISRAEL.
H.R. 973: Mr. YODER
H.R. 1084: Ms. CHU.
H.R. 1381: Mr. RANGEL.
H.R. 1426: Mr. ANDREWS.
H.R. 1477: Ms. CASTOR of Florida.
H.R. 1489: Ms. ROYBAL-ALLARD.
H.R. 1546: Ms. BONAMICI.
H.R. 1568: Mr. CLAY.
H.R. 1862: Mr. VAN HOLLEN.
H.R. 1886: Mr. FARR.
H.R. 1887: Mr. FARR.
H.R. 1888: Mr. FARR.
H.R. 2016: Mr. LARSEN of Washington and Ms. ESHOO.
H.R. 2086: Mr. LOEBSACK.
H.R. 2151: Mr. ELLISON.
H.R. 2353: Mr. GERLACH.
H.R. 2437: Ms. MCCOLLUM.
H.R. 2479: Mrs. DAVIS of California and Mr. MANZULLO.
H.R. 2547: Mr. RANGEL.
H.R. 2607: Mr. GUTIERREZ.
H.R. 2634: Mr. LANGEVIN.
H.R. 2701: Mr. LANGEVIN.
H.R. 2950: Ms. CHU.
H.R. 3085: Mr. PENCE and Mr. GUTHRIE.
H.R. 3151: Mr. WAXMAN.

H.R. 3269: Mr. PERLMUTTER.
H.R. 3334: Ms. WATERS.
H.R. 3506: Ms. KAPTUR.
H.R. 3510: Mr. RANGEL and Mr. PETERS.
H.R. 3612: Mrs. MCCARTHY of New York, Mr. SABLAN, and Mr. CONYERS.
H.R. 3618: Ms. HIRONO.
H.R. 3634: Mr. PASCRELL and Mr. WOMACK.
H.R. 3769: Ms. SCHWARTZ.
H.R. 3821: Mr. SIRES.
H.R. 4122: Mr. TONKO, Mr. FILNER, Mr. GEORGE MILLER of California, Mrs. MCCARTHY of New York, Mr. CAPUANO, Mr. CRITZ, Ms. BASS of California, and Ms. CHU.
H.R. 4202: Ms. BORDALLO.
H.R. 4271: Mrs. CHRISTENSEN and Mr. WATT.
H.R. 4323: Mr. MARCHANT.
H.R. 5943: Mr. OLSON.
H.R. 6239: Mr. LUETKEMEYER.
H.R. 6273: Mr. CUMMINGS.
H.R. 6381: Mr. CLAY.
H.R. 6409: Mr. TIERNEY.
H.R. 6421: Ms. LORETTA SANCHEZ of California.
H.R. 6454: Ms. ZOE LOFGREN of California.
H.R. 6483: Mrs. DAVIS of California.
H.R. 6506: Mr. ISRAEL.
H.R. 6514: Mr. FRANK of Massachusetts.
H.R. 6575: Mr. GOODLATTE.
H. Res. 111: Mr. REED and Ms. HIRONO.
H. Res. 134: Ms. JENKINS.
H. Res. 298: Mr. CARNEY.
H. Res. 387: Mr. STARK.
H. Res. 601: Mr. MARCHANT.
H. Res. 650: Ms. SCHAKOWSKY.
H. Res. 760: Mr. BLUMENAUER, Mr. HONDA, and Mr. CONNOLLY of Virginia.
H. Res. 789: Mr. KLINE.